# The China Mail.

Established February, 1845.

VOL. XXXVIII. No. 5840. 號五月四年二十八百八千一英 HONGKONG, WEDNESDAY, APRIL 5, 1882. 日八十月二年午壬 PRICE, $24 PER ANNUM.


AGENTS FOR THE *CHINA MAIL.*

LONDON:—F. ALGAR, 11 & 12, *Clement's Lane, Lombard Street, E. C.* GEORGE STREET & Co., 30, *Cornhill.* GORDON & GOTCH, *Ludgate Circus, E.C.* BATES HENDY & Co., 37, *Walbrook, E.C.* SAMUEL DEACON & Co., 150 & 154, *Leadenhall Street.*

PARIS AND EUROPE:—GALLIEN & PRINCE, 36, *Rue Lafayette, Paris.*

NEW YORK:—ANDREW WIND, 133, *Nassau Street.*

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney.*

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, *San Francisco.*

SINGAPORE, STRAITS, &c.:—SAYLE & Co., *Square, Singapore.* C. HEINSZEN & Co., *Manila.*

CHINA:—*Macao,* Messrs A. A. DE MELLO & Co. *Swatow,* CAMPBELL & Co. *Amoy,* WILSON, NICHOLLS & Co. *Foochow,* HEDGE & Co. *Shanghai,* LANE, CRAWFORD & Co., and KELLY & WALSH. *Yokohama,* LANE, CRAWFORD & Co.

## Banks.

ORIENTAL BANK CORPORATION.

*(Incorporated by Royal Charter.)*

PAID-UP CAPITAL....................£1,500,000.

RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 months' notice 3 % per Annum.
" 6 " " 4 % " "
" 12 " " 5 % " "

Current Accounts kept on Terms which may be learnt on application.

GEO. O. SCOTT, *Manager.*

Oriental Bank Corporation,
Hongkong, September 4, 1879.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL,.........5,000,000 Dollars.
RESERVE FUND,............2,100,000 Dollars.

COURT OF DIRECTORS.

*Chairman*—H. L. DALRYMPLE, Esq.
*Deputy Chairman*—WM. REINERS, Esq.

H. HOPPIUS, Esq. | M. E. SASSOON, Esq.
Hon. F. B. JOHNSON. | C. VINCENT SMITH, Esq.
A. P. MCEWEN, Esq. | W. S. YOUNG, Esq.
A. MCIVER, Esq.
F. D. SASSOON, Esq.

CHIEF MANAGER.
Hongkong,......THOMAS JACKSON, Esq.

MANAGER.
Shanghai,.........EWEN CAMERON, Esq.

LONDON BANKERS.—*London and County Bank.*

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

*Credits* granted on approved Securities, and every description of Banking and Exchange business transacted.

*Drafts,* granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, *Chief Manager.*

Offices of the Corporation,
No. 1, *Queen's Road East.*

Hongkong, March 22, 1882.

COMPTOIR D'ESCOMPTE DE PARIS.

*(Incorporated 7th & 18th March, 1848.)*

RECOGNISED by the INTERNATIONAL CONVENTION OF 30TH APRIL, 1862.

CAPITAL FULLY PAID-UP..........£3,200,000.
RESERVE FUND.......................£800,000.

HEAD OFFICE 14, RUE BERGERE, PARIS.

*AGENCIES and BRANCHES at:*

LONDON, BOURBON, SAN FRANCISCO,
MARSEILLES, BOMBAY, HONGKONG,
LYONS, CALCUTTA, HANKOW,
NANTES, SHANGHAI, FOOCHOW,
MELBOURNE, and SYDNEY.

*LONDON BANKERS:*
THE BANK OF ENGLAND.
THE UNION BANK OF LONDON.
MESSRS C. J. HAMBRO & SON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking Exchange Business.

F. COCHINARD, *Agent, Hongkong.*

Hongkong, February 8, 1882.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL,—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant POLICIES against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNHOLD, KARBERG & Co., *Agents, Hongkong & Canton.*

Hongkong, January 4, 1867.

## Notices of Firms.

CHINA FIRE INSURANCE COMPANY, LIMITED.

ON and after this Date the Undersigned RESUMES his Duties as SECRETARY of the Company.

By Order of the Directors,

JAS. B. COUGHTRIE, *Secretary.*

Hongkong, March 20, 1882. ap18

NOTICE.

THE Undersigned have been appointed SOLE AGENTS for the Sale of their GOODS by Messrs KYNOCH & Co., of WITTON, near BIRMINGHAM.

MEYER & Co.

Hongkong, August 13, 1881. 13au82

NOTICE.

WE Have been appointed AGENTS for the MITSU BUSSAN KAISHA, of Tokio, at THIS PORT.

GEO. R. STEVENS & Co.

Hongkong, February 1, 1882.

## To Let.

TO BE LET—FURNISHED.

(WITH IMMEDIATE POSSESSION.)

1, "WEST VILLAS."

For Particulars, apply to

MR. R. G. ALFORD, *Surveyor, Queen's Road Central.*

Hongkong, April 4, 1882. ap11

TO LET.

OFFICES in No. 13, QUEEN'S ROAD CENTRAL.
Nos. 4 and 9, SEYMOUR TERRACE.

Apply to

DAVID SASSOON, SONS & Co.

Hongkong, March 24, 1882.

TO LET.

(WITH POSSESSION ON THE 1ST MAY.)

THE New FAMILY RESIDENCE situate next to EXCELSIOR on Robinson Road, replete with every convenience, TENNIS LAWN, STABLING, &c.

*Also,*

8 FIRST-CLASS GODOWNS of all Sizes—Water-side. Inspection is invited.

Apply to

SHARP, TOLLER & JOHNSON.

Hongkong, April 3, 1882.

## For Sale.

FOR SALE.

A. RAUTERT MAINZ DELICIOUS TABLE BEER.

4 doz. ℣ Case CHAMPAGNE BOTTLES.
$10..............................℣ Case.

Apply to

SANDER & Co.

Hongkong, March 30, 1882.

FOR SALE.

MESSRS W. & J. LOCKETT'S Celebrated BRANDS, THREFALL'S Export PALE ALE, and FINDLATER'S *** DUBLIN STOUT in Pints and Quarts.

Fine OLD PORT, in Cases of 1 dozen.

*Also,*

SILLERY MOUSSEAUX (VIN DE CHAMPAGNE), in Cases 2 dozen Pints and 1 dozen Quarts.

GEO. R. STEVENS & Co.

Hongkong, February 1, 1882.

FOR SALE.

GENUINE MADEIRA WINE, 1870, $22 per Dozen.
OLD SUPERIOR PORT (BASTARDOS), $15 per Dozen.

Apply to

L. THEVENIN, *Hongkong Hotel Building.*

Hongkong, March 21, 1882. ap21

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE,

Quarts...............$17 per 1 doz. Case.
Pints................$18 per 2 doz. "

GIBB, LIVINGSTON & Co.

Hongkong, November 1, 1881.

FOR SALE.

ABOUT 2,000 lbs. MILLER & RICHARD'S Extra-hard Metal BOURGEOIS TYPE, No. 19, (somewhat worn but in fairly good condition).

Apply to

OFFICE OF THIS PAPER.

Hongkong, July 22, 1881.

## Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

SATURDAY,

the 8th April, 1882, at 11 a.m., on Board,—

THE GERMAN BRIG "TARTAR,"

Net Register 256 Tons, built in 1866 of OAK and BEECH, classed A 1 for 8 years from December 1878 in German Lloyds, and surveyed in Dry Dock, in Hongkong on June 1881; as she now lies in this Harbour; with all her TACKLE and APPAREL, &c.

TERMS OF SALE.—One-third of the Purchase Money to be paid on fall of the hammer, the remainder upon Transfer being effected. The Vessel to be at Purchaser's risk immediately after being knocked down.

Inventory can be seen at the Auctioneer's.

G. R. LAMMERT, *Auctioneer.*

Hongkong, April 1, 1882. ap8

## Auctions.

PUBLIC AUCTION OF VALUABLE ENGLISH, AMERICAN AND CANTON-MADE HOUSEHOLD FURNITURE, PIANO, &c., &c., &c.

THE Undersigned has received instructions to Sell by Public Auction, on

THURSDAY,

the 6th April, 1882, at 2 p.m., at No. 30, Hollywood Road,—

The whole of the

HOUSEHOLD FURNITURE, &c.,

comprising:—

ENGLISH-MADE WALNUT-WOOD DRAWING-ROOM SUITE, PERSIAN PATTERN-COVERED; FINE COTTAGE PIANO, by SCHWARCK; BLACKWOOD PIANO STOOL, BLACKWOOD CARVED TABLE, HANDSOME GILT MIRRORS, LACE CURTAINS, BRUSSELL and TAPESTRY CARPETS, ENGLISH-MADE MAHOGANY MOROCCO-COVERED DINING-ROOM SUITE, EXTENSION DINING TABLE, TEAK SIDEBOARD, PLATED GLASS and CROCKERY WARE, &c., PAINTINGS, AMERICAN-MADE INLAID and CARVED WALNUT-WOOD BEDSTEAD, SPRING MATTRESS, AMERICAN-MADE WALNUT BUREAU, with DRESSING GLASS, and AMERICAN-MADE WALNUT WASHSTANDS, ENGLISH-MADE WALNUT DAVENPOT, OIL CLOTH, STAIR CARPETS, &c., SHANGHAI BATH, WARDROBE. ETC., ETC., ETC.

Catalogues will be issued previous to the Sale, and the Furniture will be on view on *Wednesday next.*

TERMS.—As customary.

G. R. LAMMERT, *Auctioneer.*

Hongkong, March 30, 1882. ap6

PUBLIC AUCTION OF HOUSEHOLD FURNITURE, PICTURES, PLATED GLASS, CROCKERY WARE, &c., &c., &c.

THE Undersigned has received instructions to Sell by Public Auction, on

SATURDAY,

the 8th April, 1882, at 2 p.m., at his Sales Rooms, Peddar's Wharf,—

The whole of the

USEFUL AND SUBSTANTIAL HOUSEHOLD FURNITURE,

Of a GENTLEMAN leaving this Colony,

comprising:—

CRETONNE-COVERED DRAWING-ROOM SUITE, CANTON-MADE BLACKWOOD ROUND TABLE and TEA-POYS, ENGLISH-MADE WALNUT CURIO STAND, COTTAGE PIANO, MIRRORS, OIL PAINTING, ENGRAVINGS, CLOCK, ORNAMENTS, &c.

EXTENSION DINING TABLE, CHAIRS, WHATNOTS, ENGLISH-MADE MARBLE-TOP MAHOGANY SIDEBOARD; DINNER, DESSERT and BREAKFAST SETS; PLATED and GLASS WARE, CUTLERY, TABLE LINEN, &c., &c.

DOUBLE and SINGLE IRON BEDSTEADS, complete; WARDROBES, DRESSING TABLE and GLASS, WASH-STAND and SETS, CHEST of DRAWERS, WALNUT CENTRE TABLE, MARBLE-TOP, SOFAS, CHAIRS, CARPETS, RUGS, LAMPS, &c., &c.

TERMS OF SALE.—As customary.

G. R. LAMMERT, *Auctioneer.*

Hongkong, April 1, 1882. ap8

PUBLIC AUCTION OF ELEGANT BERLIN AND CANTON-MADE HOUSEHOLD FURNITURE, PIANO, by PLEYEL, &c., &c.

THE Undersigned has received instructions to Sell by Public Auction, on

THURSDAY,

the 13th April, 1882, at 2 p.m., at the Residence of Dr. C. CLOUTH, Boulder Lodge,—

The whole of his

HOUSEHOLD FURNITURE, &c.,

comprising:—

BERLIN-MADE DRAWING-ROOM SUITE, YELLOW GROUND; BLACKWOOD TABLE, BLACKWOOD BOOK CASE, CARD TABLE, NINGPO INLAID TABLES, WHATNOTS, MIRRORS, CHROMOS, OIL PAINTINGS, CLOCK, CARPETS, RUGS, CURTAINS.

A FINE FRENCH COTTAGE PIANO, by PLEYEL; CANTERBURY MUSIC DESK, &c.

BERLIN-MADE OAK CARVED TELESCOPE DINING TABLE, WITH EXTRA LEAVES, DITTO DITTO CARVED OAK DINING CHAIRS, DITTO DITTO OAK CARVED SIDEBOARD, SILVER CUPBOARD, PLATED GLASS and CROCKERY WARE, and CUTLERY, FENDERS and FIRE IRONS, &c., &c.

BERLIN-MADE ACACIA WOOD BEDSTEAD and SPRING MATTRESS, IRON BEDSTEAD and CHILDREN'S COTS, WARDROBES, BLACKWOOD WASHING STAND, and DRESSING TABLE, &c., &c., &c.

*Also,*

A FINE COLLECTION of FLOWERS and FERNS in POTS.

Catalogues will be issued, and the Furniture on view on *Wednesday,* the 12th April.

G. R. LAMMERT, *Auctioneer.*

Hongkong, March 30, 1882. ap13

## Intimations.

THE CHINA AND JAPAN MARINE INSURANCE COMPANY, (IN LIQUIDATION).

A FINAL DIVIDEND, at the Rate of TAELS 5.15 per Share has been Declared, payable at the HONGKONG AND SHANGHAI BANK on and after the 15th Instant.

DIVIDEND WARRANTS may be obtained from the Undersigned upon production of the Scrip for Cancellation.

LITTLE & Co., *Liquidators.*

Shanghai, 11th March, 1882. ap20

THE "FAR EAST." THE ISSUES OF 1878 WANTED.

Apply at this OFFICE.

Hongkong, October 4, 1880.

## Intimations.

THE ORIENTAL TELEPHONE COMPANY, LIMITED, CONNECTED WITH THE GREAT NORTHERN TELEGRAPH COMPANY.

HIS EXCELLENCY the GOVERNOR having been pleased, under date of 11th February last, to grant ALEXANDER GRAHAM BELL of Washington and THOMAS ALVA EDISON of New Jersey "LETTERS PATENT" for their TELEPHONIC INVENTIONS in this Colony, and the said Letters Patent being held by the above Companies (as their Agents), the Public of Hongkong are hereby notified that the above-named Companies Claim the Sole right of Introducing or Selling or Making public use of the said two Patentees' INVENTIONS or any other TELEPHONIC INSTRUMENTS based upon or being an Improvement of their Inventions.

A. SUENSON, *Superintendent.*

Hongkong, April 3, 1882. ap10

CANTON INSURANCE OFFICE, IN LIQUIDATION.

ADJUSTMENT OF BONUS FOR THE YEAR 1881.

SHAREHOLDERS in the above OFFICE are requested to Furnish the Undersigned with a List of their Contributions for the year ending 31st, December, 1881, in Order that the DISTRIBUTION of the PROFITS Reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to APRIL 15TH NEXT will be adjusted by the OFFICE, and no Claims or Alterations will be subsequently admitted.

F. B. JOHNSON, E. F. ALFORD, } *Liquidators.*

CANTON INSURANCE OFFICE, 1881.

Hongkong, March 8, 1882. ap16

NOTICE TO SHAREHOLDERS.

CANTON INSURANCE OFFICE—1881, IN LIQUIDATION.

THE LIQUIDATORS having decided to Pay a FIRST DIVIDEND of $500 per SHARE (being on account of Capital and Reserve Fund), Shareholders are hereby notified that the said Sum will be paid them on their handing their SCRIP CERTIFICATES to the Undersigned for Endorsement.

F. B. JOHNSON, E. F. ALFORD, } *Liquidators.*

CANTON INSURANCE OFFICE, 1881.

Hongkong, March 20, 1882.

COLONEL IKE AUSTIN'S NEW AMERICAN RIFLE RANGE, UNITED CLUB, Staunton Street, opposite The Union Church.

PRIZE SHOOTING OPEN TO ALL AMATEUR RIFLE SHOTS.

A SPLENDID SOLID SILVER MEDAL, Manufactured by and now on exhibition at Mr JOHN NOBLE's will be shot for, commencing

*April 1st and closing on evening of April 15th.*

THE GENTLEMAN MAKING THE HIGHEST SCORE IN TEN SHOTS TO TAKE THE PRIZE.

*Popular Prices:*

FOUR SHOTS for........................25 Cents.

Gallery open daily from 4 to 12 p.m., to all respectable Members of the Community.

Hongkong, April 1, 1882.

TOK KEE, *COAL MERCHANT,*
33, WING HING LANE, HONGKONG,

KEEPS on hand for Sale all Kinds of STEAM COAL of the best quality, at moderate rate; also has always Powerful STEAM LAUNCHES for HIRE at a reasonable Charge, either for special Purposes, Excursions, or Towing.

Hongkong, January 13, 1882. jy13

"SULPHOLINE LOTION.—An External Means of CURING SKIN DISEASES. There is scarcely any eruption but will yield to "Sulpholine" in a few days, and commence to fade away, even if it seems past cure. Ordinary pimples, redness, blotches, scurf, roughness, vanish as if by magic; whilst old, enduring skin disorders, that have plagued the sufferers for years, however deeply rooted they may be, "Sulpholine" will successfully attack them. It destroys the animalculæ which cause these unsightly, irritable, painful affections, and always produces a clear, healthy, natural condition of the skin. "Sulpholine" Lotion is sold by most Chemists. Bottles, 2s. 9d.

LIVER COMPLAINTS.—Dr. KING'S DANDELION & QUININE LIVER PILLS (without Mercury). THE BEST REMEDY FOR BILIOUSNESS STOMACH DERANGEMENT, FLATULENCE, PAINS BETWEEN THE SHOULDERS, BAD APPETITE, INDIGESTION, ACIDITY, HEADACHE, HEARTBURN, and all other symptoms of disordered liver and dyspepsia. Acknowledged by many eminent surgeons to be the safest and mildest pills for every constitution.

In Boxes at 1s. 1½d., 2s. 9d., and 4s. 6d. Sold by Chemists and Medicine Vendors throughout the world.

Prepared by JAS. RORKE, London.

Specially valuable Pills for residents abroad and travellers.

TARAXACUM & PODOPHYLLIN. Prepared only by J. Pepper, London. This Fluid combination, extracted from medicinal roots, is now used instead of blue pill and calomel for the cure of dyspepsia, biliousness, and all symptoms of congestion of the liver, which are generally pain beneath the shoulders, headache, drowsiness, no appetite, furred tongue, disagreeable taste in the morning, giddiness, disturbance of the stomach, and feeling of general depression. It sets the sluggish liver in motion, very slightly acts on the bowels, giving a sense of health and comfort within 24 hours. It is the safest medicine. Taraxacum and Podophyllin is a fluid made only by J. PEPPER, Bedford Laboratory, London, whose name is on every label. Bottles, 2s. 9d. and 4s. 6d. Sold by all Chemists. A most valuable and essential medicine for India, Australia, the Cape, and Colonies generally.

1fe82 8y 1n3 1fe83

## Intimations.

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

NOTICE,—EMIL VOGEL and HEINRICH KIRCHHOFF, lately trading together in Hongkong, as Merchants, under the Firm name of "VOGEL & Co.," having been adjudged BANKRUPTS under a Petition for adjudication of Bankruptcy filed in the Supreme Court of Hongkong, on the 21st day of February, 1882, are hereby required to surrender themselves to EDWARD JAMES ACKROYD, Esquire, the Registrar of the said Court, at the First Meeting of Creditors, to be held by the said Registrar on THURSDAY, the 6th day of April, 1882, at Noon, precisely, at the office of the Registrar of the said Court.

At the First Meeting to be held at the time and place aforesaid, the Registrar will receive the Proof of the Debts of the Creditors, and the Creditors who shall have proved their Debts are hereby required to choose at such Meeting an assignee or assignees of the Bankrupts' Estate and Effects to be called the Creditors' Assignees.

Dated this 25th day of March, 1882.

DENNYS & MOSSOP, *Solicitors in the Matter.*

ap6

NOTICE.

NOTICE is hereby given, that our Company's TICKETS FOR APRIL 1882, to be DRAWN on 10TH APRIL, are Cancelled as the Numbers of more than 1,000 have been misprinted.

Parties who have bought these Tickets are requested to return the same to the persons from whom they bought them, for the purpose of Cancellation. If not returned before the 10th of April, they will be regarded as waste paper, even should these get prizes, and the Holders will have no right to demand such prizes from the Undersigned.

Fearing questions may arise in future, this Notice is specially published by the

TUNG YEUNG LEUNG YIK SOCIETY.

IT is further announced that the Responsibility of TAI SANG, Pawnbroker, in regard to the Bill of Exchange for the Undersigned, ceases to exist hereafter.

TUNG YEUNG LEUNG YIK SOCIETY.

Hongkong, March 27, 1882. ap10

SEALED TENDERS will be Received by the Undersigned on or before Noon of THURSDAY, the 13th Proximo, for the SUPPLY of 1,600 TONS of TAKASIMA COAL, deliverable at the NAVAL COAL DEPOT, KOWLOON, in accordance with the Conditions on the printed Tender, which can be obtained on application at the NAVAL STOREKEEPER's Office.

The right to reject the lowest or any Tender is reserved.

E. B. JOREY, *Naval Storekeeper.*

H. M.'s Naval Yard,
Hongkong, 14th March, 1882. ap13

WANTED.

COMPETENT SURGEONS for STEAMERS and SAILING SHIPS, hence to Victoria, Portland and San Francisco.

For Particulars, apply to

RUSSELL & Co.

Hongkong, February 22, 1882.

## Shipping.

### Steamers.

FOR VICTORIA, BRITISH COLUMBIA.

The 100 A 1 British Steamship "*Escambia,*" Captain PURVIS, will be despatched for the above Port on THURSDAY, the 6th Instant, at 3 p.m.

For Freight or Passage, apply to

RUSSELL & Co.

Hongkong, April 3, 1882. ap6

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, AND TRIESTE.

*(Taking Cargo at through rates to* CALCUTTA, PERSIAN GULF PORTS, ODESSA, *and the* MEDITERRANEAN PORTS.)

The Co.'s Steamship "*Vorwaerts,*" Captain G. MARUSSIG, will be despatched on THURSDAY, the 6th Proximo, at 4 p.m.

For further Particulars, apply to

MELCHERS & Co., *Agents.*

Hongkong, March 22, 1882. ap6

FOR SWATOW, AMOY & FOOCHOW.

The Steamship "*Thales,*" Captain POCOCK, will be despatched for the above Ports on FRIDAY, the 7th Instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.

Hongkong, April 3, 1882. ap7

FOR SAN-FRANCISCO *VIA* YOKOHAMA.

The 100 A 1 British Steamship "*Altonower,*" Captain MURRAY, will be despatched for the above Port on SATURDAY, the 8th April, at 4 p.m.

For Freight or Passage, apply to

RUSSELL & Co.

Hongkong, March 29, 1882. ap8

## Shipping.

### Steamers.

FOR SAIGON.

The Steamship "*Carlos,*" Capt. HAESLOOP, will be despatched for the above Port on SUNDAY AFTERNOON, the 9th Instant, at 5 p.m.

For Freight or Passage, apply to

AH YON & Co.

Hongkong, April 4, 1882. ap9

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship "*Djemnah,*" Commdt. DE BOISSEUIL BARON, will be despatched for SHANGHAI shortly after her arrival from Europe.

G. DE CHAMPEAUX, *Agent.*

Hongkong, April 1, 1882.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship "*Tanais,*" Commandant DRUJON, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail from Europe.

G. DE CHAMPEAUX, *Agent.*

Hongkong, April 1, 1882.

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship "*Patroclus,*" Captain WHITE, will be despatched on or about the 13th April.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, *Agents.*

Hongkong, March 31, 1882.

### Sailing Vessels.

FOR NEW YORK.

The A 1 American Barque "*Jas. A. Borland,*" Captain J. H. KENT, will load here for the above Port, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBERG & Co.

Hongkong, April 3, 1882.

FOR VICTORIA (VANCOUVER'S ISLAND.)

The 100 A 1 American Ship "*Charter Oak*" will load here for the above Port, and will be despatched on SATURDAY, the 22nd Instant.

For Freight or Passage, apply to

AH YON & Co.

Hongkong, April 1, 1882.

FOR LONDON (DIRECT.)

The * Aa 1 British Iron Bark "*Endymion,*" Captain T. RICHARDSON, will load for the above Port, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBERG & Co.

Hongkong, March 23, 1882.

FOR NEW YORK.

The 3/3 L.1.1. American Barquentine "*Nelly M. Slade,*" D. GOULD, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBERG & Co.

Hongkong, March 9, 1882.

FOR HAVRE AND LONDON.

The A 1 British Bark "*Lucia,*" C. CROWLEY, Master, will load for the above Ports, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBERG & Co.

Hongkong, February 24, 1882.

FOR NEW YORK.

The American Ship "*Mary Whitridge,*" FREEMAN, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, February 15, 1882.

FOR PORTLAND (OREGON.)

The 3/3 L.1.1. American Bark "*Edwin Reed,*" GILMOUR, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, February 20, 1882.

FOR VICTORIA (VANCOUVER'S ISLAND.)

The American Ship "*Sumatra,*" BOOK, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, February 13, 1882.

## Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILIA, PORT SAID, SYRIAN PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; ALSO, BOMBAY, MAHE, ST. DENIS, AND PORT LOUIS.

ON MONDAY, the 10th day of April, 1882, at Noon, the Company's S. S. *NATAL,* Commandant DIDIER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon of 9th April.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 9th April, 1882. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, *Agent.*

Hongkong, March 30, 1882. ap10

### Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, *VIA* THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE S. S. *ARABIC* will be despatched for San Francisco viâ Yokohama, on THURSDAY, the 13th April, 1882, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

A REDUCTION of 25 % made on all RETURN PASSAGE ORDERS ISSUED.

Consular Invoices to accompany Overland, Mexican, Central and South American Cargo, should be sent to the Company's Offices addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

CHAS. H. HASWELL, JR., *Agent.*

Hongkong, March 29, 1882. ap13

## Insurances.

CHINESE INSURANCE COMPANY (LIMITED.)

NOTICE.

POLICIES GRANTED at current rates on MARINE RISKS to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

J. BRADLEE SMITH, *Secretary.*

Hongkong, April 6, 1881. 6ap82

THE SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

CAPITAL £1,000,000 (One Million Sterling).

*Unlimited Liability of Shareholders.*

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept FIRE and MARINE RISKS at Current Rates, allowing usual Discounts.

GEO. R. STEVENS & Co.

Hongkong, July 1, 1881.

THAMES AND MERSEY MARINE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—1, ROYAL EXCHANGE BUILDINGS, LONDON.

THE Undersigned having been appointed AGENTS in HONGKONG and CHINA for the above Company are prepared to accept MARINE RISKS at Current Rates, allowing usual Discounts.

ADAMSON, BELL & Co., *Agents.*

Hongkong, May 3, 1881. 3my82

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF *His Majesty King George The First,* A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

*Marine Department.*

Policies at current rates, payable either here, in London or at the principal Ports of India, China and Australia.

*Fire Department.*

Policies issued for long or short periods at current rates.

*Life Department.*

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

## For Sale.

### MacEWEN, FRICKEL & Co.

Have Received For Sale.

CHRISTMAS STORES and NEW and SEASONABLE GOODS.

EX FRENCH MAIL STEAMER.
MUSCATEL RAISINS.
METZ FRUIT.
ASSORTED COSAQUES.
Callard & Bowser's CONFECTIONERY.
BUTTER SCOTCH.
HONEY SCOTCH.
ROSE TOFFEE.
LEMON TOFFEE.
Rose's LIME JUICE CORDIAL.
PLUM PUDDINGS.
PATRAS CURRANTS.
VALENCIA RAISINS.
MACKINNON PEN.
LIVERMORE PEN.
LAWN TENNIS BATS.
LAWN TENNIS BALLS.
LAWN TENNIS SHOES.

Ex Steamer *"Glenfinlas."*

STILTON CHEESE.
YORK HAMS.
CHRISTMAS CAKES.
Teyssoneau's DESSERT FRUITS.
ALMONDS and RAISINS.
SMYRNA FIGS.
PICNIC TONGUES.
FILBERTS.
COCOATINA.
Van Houten's COCOA.
Liebig's & Epp's COCOA.
FRENCH PLUMS.
Huntley & Palmer's BISCUITS.
PATE DE FOIE GRAS.
MINCEMEAT.
CHOCOLATE—MENIER.
SAUSAGES.
BRAWN.
ISIGNY BUTTER.
DANISH BUTTER.
BREAKFAST TONGUES.
ANCHOVIES.
ASPARAGUS.
SOUPS, &c.

### WINES AND SPIRITS.

CHAMPAGNES—
Hiedsieck's MONOPOLE & WHITE SEAL.
VEUVE CLIQUOT PONSARDIN.
JULES MUMM & Co., pints & quarts.

CLARETS—
CHATEAU LA ROSE, pints & quarts.
CHATEAU LAFITE, " "
Ires. GRAVES, " "
BREAKFAST CLARET, " "

SHERRIES & PORT—
Saccone's MANZANILLA & AMONTILLADO.
Saccone's OLD INVALID PORT (1848).
Hunt's PORT.

BRANDY, WHISKY, LIQUEURS, &c.—
1, 2 & 3-star Hennessy's BRANDY.
Bisquit Dutouche & Co.'s BRANDY.
Finest OLD BOURBON WHISKY.
Kinahan's LL WHISKY.
ROYAL GLENDEE WHISKY.
CHARTREUSE.
MARASCHINO.
CURACAO.
ANGOSTURA.
Boker's and ORANGE BITTERS.
&c., &c., &c.

BASS'S ALE, bottled by Cameron and Saunders, pints and quarts.
GUINNESS'S STOUT, bottled by E. & J. Burke, pints and quarts.
PILSENER BEER, in quarts.
DRAUGHT ALE and PORTER, by the Gallon.
ALE and PORTER, in hogsheads.

### EX AMERICAN MAIL.

Fresh ROLL BUTTER.
Eastern and Californian CHEESE.
Boneless CODFISH.
Prime HAMS and BACON.
Russian CAVIARE.
Eagle Brand Condensed MILK.
PEACH and APPLE BUTTER.
Pickled OX-TONGUES.
Family PIG-PORK in kegs and pieces.
Paragon MACKEREL in 5 lb cans.
Beau Ideal SALMON in 5 lb cans.
Cutting's Dessert FRUITS in 2½ lb cans.
" Assorted Canned VEGETABLES.
" Potted SAUSAGE and Sausage MEAT.
" Stuffed PEPPERS.
" Assorted PICKLES.
" MINCEMEAT.
COMB HONEY in Original Frames.
Richardson & Robbin's Celebrated Potted MEATS.
Richardson & Robbin's Curried OYSTERS.
" Lunch TONGUE.
McCarty's Sugar LEMONADE.
Clam CHOWDER.
Smoked SALMON.
Green TURTLE in 2½ lb cans.
&c., &c., &c.

### YACHT & PICNIC SUPPLIES.

CALIFORNIA CRACKER COMPANY'S BISCUITS in 5 lb tins, and loose.
Alphabetical BISCUITS.
Fancy Sweet Mixed BISCUITS.
Ginger CAKES.
Soda BISCUITS.
Oyster BISCUITS.

Cracked WHEAT.
OATMEAL.
HOMINY.
CORNMEAL.
BUCKWHEAT FLOUR.
RYE MEAL.

Specially Selected
### CIGARS.

Fine New Season's CUMSHAW TEA, in 5 and 10 catty Boxes.
BREAKFAST CONGOU @ 25 cents p. lb.

SHIPCHANDLERY of every Description.
RIGGING and SAIL-MAKING promptly executed.
Hongkong, January 25, 1882.

## Notices to Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Japan*, Captain T. S. Gardner, having arrived from the above Ports, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding her discharge or remaining on board after the 10th Instant, will be landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Consignees are hereby informed that any Claims must be made immediately, as none will be entertained after the 12th Instant.

DAVID SASSOON, SONS & Co., *Agents.*
Hongkong, April 3, 1882. ap9

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Chartered Str. *Lennox*, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co.
Hongkong, April 3, 1882. ap10

FROM LONDON AND SINGAPORE.

THE Steamship *Glenlyon* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods—with the exception of Opium—are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day, the 3rd Instant.

Cargo remaining undelivered after the 10th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co.
Hongkong, April 3, 1882. ap10

UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Antonio*, Capt. Seaborne, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Optional Cargo will be forwarded on to Yokohama, unless notice to the contrary be given before Noon To-day, the 3rd Instant.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th Inst., or they will not be recognised.

RUSSELL & Co., *Agents.*
Hongkong, April 3, 1882. ap10

SHIRE LINE OF STEAMERS.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Breconshire*, Williams, Commander, having arrived from the above Ports, Consignees of Cargo are hereby informed that all Goods, including Cargo per *Bolivia* from New York—with the exception of Opium—are being landed at their risk into the Godowns of the Undersigned at Wanchai, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded on, unless notice to the contrary be given before Noon To-morrow.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 6th Proximo will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by ADAMSON, BELL & Co., *Agents.*
Hongkong, March 31, 1882. ap7

NOTICE TO CONSIGNEES.

FROM HAMBURG, PENANG AND SINGAPORE.

THE Steamship *Massalia*, Capt. Schultz, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 a.m. To-morrow, the 1st April.

Cargo remaining undelivered after the 5th April will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SIEMSSEN & Co., *Agents.*
Hongkong, March 31, 1882. ap7

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

Ex *Irawaddy.*
200 (in dia.), No. 268/97=30 cases Vermouth, Order, from Marseilles.

Ex *Natal.*
S W (in dia.), No. 7=1 case Perfumery, Order, from London.
213 (in dia.), No. 38/42=5 cases Paper, Order, from Marseilles.

G. de CHAMPEAUX, *Agent.*
Hongkong, March 20, 1882.

## Entertainment.

THEATRE ROYAL, CITY HALL.

Under the Patronage of H. E. the Administrator and H. E. General DONOVAN.

ITALIAN OPERA COMPANY. THE SECOND PERFORMANCE OF THE SECOND SUBSCRIPTION SERIES OF SIX OPERAS Will be given on SATURDAY EVENING, *the 8th April, when will be produced* Rossini's Popular Opera "Il Barbiere di Siviglia."

To be followed by
"SAFFO."
"L'ELISIR D'AMORE."
"POLIUTO."
"FAUST."

*Prices of Admission:*
Dress Circle, $3; Stalls, $2; Pit, $1.

Tickets can be obtained of Messrs Kelly & Walsh's, and at the Doors on the Night of the Performance.

Doors open at 8.30 p.m.; Performance to commence at 9 p.m., sharp.

☞ Ladies unaccompanied by Gentlemen cannot be admitted.

A. HOFLICH.
Hongkong, April 3, 1882. ap9

## Insurances.

YANGTSZE INSURANCE ASSOCIATION.

| | |
|---|---|
| Capital (Fully Paid-up) | Tls. 420,000.00 |
| Permanent Reserve | Tls. 230,000.00 |
| Special Reserve Fund | Tls. 288,936.17 |
| Total Capital and Accumulations, 2nd April, 1881 | Tls. 938,936.17 |

*Directors.*
F. B. Forbes, Esq., *Chairman.*
W. M. Boyd, Esq. | Wm. Meyerink, Esq.
J. H. Pinckvoss, Esq. | F. D. Hitch, Esq.

Head Office—Shanghai.
Messrs RUSSELL & Co., *Secretaries.*

London Branch:
Messrs BARING BROTHERS & Co., *Bankers.*
RICHARD BLACKWELL, Esq., *Agent*, 68 and 69, Cornhill.

Policies granted on Marine Risks to all parts of the World.

Subject to a Charge of 12 % for Interest on Shareholders' Capital, all the Profits of the Underwriting Business are annually distributed among all Contributors of Business in proportion to the Premia paid by them.

RUSSELL & Co., *Agents.*
Hongkong, May 20, 1881. 1oc82

MANCHESTER FIRE INSURANCE COMPANY OF MANCHESTER AND LONDON.

Established 1824.

| | |
|---|---|
| Capital of the Company | £1,000,000 Sterling |
| of which is paid up | £ 100,000 " |
| Reserve Fund upwards of | £ 120,000 " |
| Annual Income | £ 250,000 " |

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 15, 1868.

THE CITY OF LONDON FIRE INSURANCE COMPANY, LIMITED.

Capital, £2,000,000. | Paid-up, £200,000.
Paid-up Reserve Fund, £50,000.

THE Undersigned having been appointed Agents for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

GEO. R. STEVENS & Co.
Hongkong, January 1, 1882.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to Insure against FIRE at Current Rates.

GILMAN & Co.
Hongkong, January 1, 1882.

PRUSSIAN NATIONAL INSURANCE COMPANY, OF STETTIN.

THE Undersigned having been appointed Agents for the above Company, are prepared to Grant Insurances against FIRE at Current Rates.

MEYER & Co.
Hongkong, May 10, 1881. 10my82

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept Risks on First Class Godowns at ½ per cent. nett premium per annum.

NORTON & Co., *Agents.*
Hongkong, May 19, 1881.

## To-day's Advertisements.

STEAM TO YOKOHAMA (DIRECT.)

The P. & O. S. N. Co.'s Steamship *"Zambesi"* will leave for the above place at 10 a.m. on FRIDAY, 7th Instant, instead of as previously notified.

A. McIVER, *Superintendent.*
P. & O. S. N. Co.'s Office, Hongkong, April 5, 1882. ap7

FOR MANILA *VIA* AMOY.

The Steamship *"Diamante,"* Captain Cullen, will be despatched for the above Port on SATURDAY, the 8th Instant, at 4 p.m.

For Freight or Passage, apply to RUSSELL & Co.
Hongkong, April 5, 1882. ap8

## To-day's Advertisements.

THE CELEBRATED CANADIAN BLONDIN, Champion Bicycle Performer of the World, will have the honour of introducing to the Public of this City, AN ENTIRELY NEW and ORIGINAL PERFORMANCE IN THE LARGE PAVILION erected at the Corner of Aberdeen Street and Hollywood Road, on the 10th, 11th & 13th of April, 1882.

*Doors open at* 8.00 p.m.
*Performance at* 9.00 "

Admission:

| | |
|---|---|
| First-class | $2.00. |
| Second-class | 1.00. |
| Third-class | 50. |
| Promenade | 30. |

Tickets to be obtained at Messrs Kelly & Walsh's, and at the Doors.
Hongkong, April 5, 1882. ap14

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship *"Priam,"* Capt. S. H. Butler, will be despatched at Daylight TO-MORROW, the 6th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, *Agents.*
Hongkong, April 5, 1882. ap6

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

*(Taking Cargo & Passengers at through rates for* CHEFOO, TIENTSIN, NEWCHWANG, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship *"Fooksang,"* Captain G. C. Anderson, will be despatched, as above on FRIDAY, the 7th Inst., at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., *General Managers.*
Hongkong, April 5, 1882. ap7

NOTICE.

FOR SAN FRANCISCO *VIA* NAGASAKI.

The Steamship *"Strathairly,"* Captain Fenwick, will be despatched on the 13th Instant.

For Freight or Passage, apply to NORTON & Co., *Agents for Charterers.*
Hongkong, April 5, 1882. ap13

TO LET.

COMMODIOUS OFFICES and COMPRADOR'S QUARTERS, &c., with or without GODOWNS, in Peddar's Wharf Buildings, at present in the occupation of Messrs Hesse & Co. View of the Harbour. Possession to be had from the 1st May next.

Apply to G. R. LAMMERT.
Hongkong, April 5, 1882.

STEAM TO NAGASAKI AND KOBE, *VIA* INLAND SEA.

*(Taking Cargo and Passengers for* YOKOHAMA *and* VLADIVOSTOCK.)

THE S. S. *SUMIDA MARU*, Captain Hubenet, due here on or about the 9th Instant, will be despatched as above on FRIDAY, the 14th April, at 4 p.m.

Cargo received on board and Parcels at the Office up to 1 p.m. of day of sailing.

No Bill of Lading signed under $2 Freight.

All Claims must be settled on board before delivery is taken, otherwise they will not be recognized.

Rates of Passage.

| | Cabin | Steerage. |
|---|---|---|
| To Kobe | $ 60 | $15 |
| " Yokohama | 75 | 20 |
| " Nagasaki | 40 | 10 |
| Shanghai via Yokohama | 120 | 40 |
| " " Kobe | 95 | 30 |

A Reduction is made on Return Cabin Passages.

Cargo and Passengers for Yokohama will be transhipped to the Shanghai Mail Steamer at Kobe, and for Vladivostock at Nagasaki.

For further Particulars, apply at the Company's Offices, Praya Central, Ground Floor of Messrs Russell & Co.

H. J. H. TRIPP, *Agent.*
Hongkong, April 5, 1882. ap14

Not Responsible for Debts.

*Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—*

Agate, American barque, Captain Chas. W. Brown.—Captain.
Charles Stewart, American barque, Capt. H. R. Powers.—Master.
Charter Oak, American ship, Capt. L. Gilkey.—Captain.
Coloma, American barque, Capt. Noyes.—Rozario & Co.
Edwin Reed, American barque, Capt. J. C. Gilmore.—Order.
Escambia, British steamer, Capt. John B. Purvis.—Russell & Co.
Irazu, British barque, Captain W. A. Pearce.—Master.
J. A. Borland, American barque, Capt. J. H. Kent.—Douglas Lapraik & Co.
Jonathan Bourne, American barque, Capt. A. Doane.—D. H. Ward.
Lennox, British steamer, Captain D. Scott.—Jardine, Matheson & Co.
Livingstone, German barque, Capt. H. Steffens.—Siemssen & Co.
Nellie M. Slade, Amer. 3-m. schooner, Capt. Gould.—Melchers & Co.
Penedo, British steamer, Captain T. S. Kenderdine.—Melchers & Co.
Strathairly, British steamer, Capt. W. B. Fenwick.—Siemssen & Co.
Wakefield, American barque, Capt. W. S. Crowell.—Captain.

## To-day's Advertisements.

NOTICE TO CONSIGNEES.

FROM MANILA.

THE Steamship *Julieta*, having arrived from the above-named Port, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be landed and stored at Consignees' risk and expense.

MELCHERS & Co., *Agents.*
Hongkong, April 5, 1882. ap0

## SHIPPING.

ARRIVALS.

April 5, *Blackhalls*, British steamer, 724, Granger, Saigon April 1, Rice.—D. Musso & Co.

April 5, *Canopus*, British steamer, 1818, R. H. Joy, Hiogo March 29, Ballast and General.—Russell & Co.

April 5, *Priam*, British steamer, 1402, S. H. Butler, Swatow April 4, General.—Butterfield & Swire.

April 5, *Three Brothers*, British barque, 366, H. Kahlcke, Quinhon March 24, Salt.—Ee Tye Hong.

April 5, *Sobol*, Russian gunboat, from Canton.

April 5, *Julieta*, Spanish steamer, 376 J. Arias, Manila April 2, General.—Melchers & Co.

DEPARTURES.

April 4, *Charité*, for Whampoa.
5, *Deccan*, for Europe, &c.
5, *Alden Besse*, for Portland (Oregon).
5, *Laura*, for Manila.
5, *Greyhound*, for Hoihow.
5, *Hainan*, for Hoihow, &c.
5, *Cyclops*, for Amoy and Shanghai.
5, *Yottung*, for Swatow.
5, *Amoy*, for Shanghai.

CLEARED.

*Mary Whitridge*, for New York.
*Atalanta*, for Saigon.
*Peter*, for Amoy.

PASSENGERS.

Arrived.

Per *Blackhalls*, from Saigon, 18 Chinese.
Per *Priam*, from Swatow, 800 Chinese.
Per *Julieta*, from Manila, 3 Europeans.

Departed.

Per *Deccan*, for Singapore, Mrs Michaelson and native servant, and Mr Worthington; for Bombay, Mr H. M. Raza, Lieut. R. L. Retallack "The Buffs," Lieut. A. Channer, and Mr B. Framjee; for London, Mrs Wardlaw, infant and 2 native servants, Dr and Mrs Manson, 3 children and native servant, Mr and Mrs A. P. MacEwen, infant, European nurse and amah, Messrs C. Palmer, Jas. Stewart, Jas. Gomley, J. Cole, D. Humphey, and P. McCarthy, Mrs McClellan and 2 children, Mr and Mrs W. Muirhead and infant, and Mr Palmer.—From Shanghai: for Singapore, Mr E. Stamps; for London, Mr and Mrs M. G. Towell, child, 2 infants and amah, Mrs Anderson and 3 infants.

Per *Greyhound*, for Hoihow, 50 Chinese.
Per *Hainan*, for Hoihow, &c., 60 Chinese.
Per *Alden Besse*, for Portland (Oregon), 336 Chinese.
Per *Cyclops*, for Amoy and Shanghai, 1 European, and 250 Chinese.
Per *Yottung*, for Swatow, 150 Chinese.
Per *Amoy*, for Shanghai, 25 Chinese.

To Depart.

Per *Atalanta*, for Saigon, 130 Chinese.

SHIPPING REPORTS.

The British steamer *Priam* reports: Strong monsoon, cloudy and heavy and of at Intanals.

CARGO.

Per S. S. *Gaelic*, sailed March 29th:—For Yokohama, 3,046 bags Sugar, 30 bales Hemp, 23 bales Cordage, 1 pkge. Tea, 114 pkgs. Merchandise; for San Francisco, 9,907 bags Rice, 369 bags Coffee, 53 bags Sugar, 2 cases Crude Opium, 84 cases Prepared Opium, 4 cases Silks, 16 cases Cigars, 50 cases Nutmegs, 1,000 bales Hemp, 679 bales Gunnies, 50 bales Hessian Bags, 10 bales Shellac, 18 pkgs. Tea, 1,978 pkgs. Merchandise, and 1 box Treasure (value at $5,000); for Panama, 10 pkgs. Black Pepper, 20 pkgs. Tea, and 60 pkgs. Merchandise; for Boston, 20 cases Hats; for Valparaiso, 1 case Silk Piece Goods; for La Libertad, and 3 cases Silk Piece Goods; for New York, 10 pkgs. Re-reeled Silk, 10 Waste Silk, 45 bales Raw Silk, 7 pkgs. Silk Piece Goods, and 142 rolls Mattings.

## POST OFFICE NOTICES.

MAILS will close:—

For SWATOW and AMOY.—Per *Cheang Hock Kian*, at 9.30 a.m. To-morrow, the 6th inst.

For VICTORIA, B.C.—Per *Escambia*, at 2.30 p.m. To-morrow, the 6th inst.

For STRAITS SETTLEMENTS, COLOMBO, BOMBAY, ADEN, PORT SAID, SUEZ, and TRIESTE.—Per *Vorwaerts*, at 3.30 p.m. To-morrow, the 6th inst.

For SWATOW, AMOY, & FOOCHOW.—Per *Thales*, at 5 p.m., on Thursday, the 6th inst.

For YOKOHAMA.—Per *Zambesi*, at 9 a.m., on Friday, the 7th inst., instead of as previously notified.

For SHANGHAI.—Per *Fooksang*, at 9 a.m., on Friday, the 7th inst.

For AMOY and MANILA.—Per *Diamante*, at 3.30 p.m., on Saturday, the 8th inst.

For SAN FRANCISCO.—Per *Altonower*, at 3.30 p.m., on Saturday, the 8th April.

For NAGASAKI and KOBE.—Per *Sumida Maru*, at 3.30 p.m., on Friday, the 14th inst.

*MAILS* by the United States Packet.—The United States Mail Packet *Arabic*, will be despatched on THURSDAY, the 13th instant, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—

2.15 p.m. Registry ceases.

2.30 p.m. Post-Office closes, but Correspondence may be posted on board the Packet *with Late Fee of 10 cents extra Postage* until the time of departure.

Hongkong, April 3, 1882. ap13

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Priam* leaves for London.
3 p.m.—*Escambia* leaves for Victoria (British Columbia).
4 p.m.—*Vorwaerts* leaves for Straits, &c.
Goods per *Breconshire* undelivered after this date subject to rent.

Auctions.

2 p.m.—Auction of Household Furniture, &c., at No. 30, Hollywood Road.

General Memoranda.

Friday, April 7:—
Daylight.—*Thales* leaves for Coast Ports.
10 a.m.—*Zambesi* leaves for Yokohama.
Noon.—*Fooksang* leaves for Shanghai.

Saturday, April 8:—
Claims against the *Suez* must be sent in to Messrs Russell & Co., on or before this date.
11 a.m.—Auction of German brig *Tartar*.
2 p.m.—Auction of Household Furniture, &c., at Mr G. R. Lammert's.
4 p.m.—*Diamante* leaves for Manila.
4 p.m.—*Altonower* leaves for S. F'cisco.
9 p.m.—Performance at the City Hall.

Sunday, April 9:—
5 p.m.—*Carlos* leaves for Saigon.

Monday, April 10:—
Claims against the *Antonio* must be sent in to Messrs Russell & Co., on or before this date.
Noon.—French Mail leaves for Ports of Call and Europe.
Goods per *Japan* undelivered after this date subject to rent.
Goods per *Glenlyon* undelivered after this date subject to rent.
9 p.m.—Performance in the Pavilion.

Thursday, April 13:—
*Strathairly* leaves for San Francisco.
Noon.—Tenders for supply of Takasima Coal, received by Naval Storekeeper.
2 p.m.—Auction of Household Furniture, &c., at the residence of Dr C. Clouth, Boulder Lodge.
3 p.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

Friday, April 14:—
4 p.m.—Mitsu Bishi Mail leaves for Nagasaki, &c.

Saturday, April 15:—
List of Contributions to the Canton Ins. Office, in Liquidation, to be sent in before this date.

THE HONGKONG DISPENSARY,
*Established A.D.* 1841.
香港大藥房

A. S. WATSON & Co., FAMILY & DISPENSING CHEMISTS, Wholesale and Retail Druggists, *IMPORTERS* of Druggists' Sundries, Nursery Requisites, Toilet Requisites, English, American, and French Patent Medicines. *MANUFACTURERS* of Soda Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsaparilla Water, and other Aerated Waters.

☞ *The Manufactory is under direct and continuous European Supervision.*

Hongkong, June 1, 1876.

Passengers arriving in Hongkong, or any other persons who may desire to consult the files of local, China, Japan, American, English, Indian or Australian newspapers, are invited to call at the "China Mail" Office, where over sixty newspapers, dailies and weeklies, from these countries, are now filed for reference.

DEATH.

On the 21st Feb., 1882, at No. 9 South-East Circus Place, Edinburgh, Augusta Zuilcke Thurlow, Daughter of the late Sir Francis Cunynghame, Bart., of Milncraig, and Wife of George Robinson, M.D., R.N., Staff Surgeon H.M.S. *Lord Warden*, aged thirty-two.

☞ *The publication of this issue commenced at 7.30 p.m.*

# The China Mail.

HONGKONG, WEDNESDAY, APRIL 5, 1882.

## EDITORIAL NOTES.

The competition between gas and the electric light is yet far from settlement. In a few issues back we adduced an instance of an Eastern town, with a greater length of street roads than Hongkong, with an indigenous supply of petroleum, having given the preference to electricity for the illumination of its thoroughfares. We adduced figures to show that both a greater amount of light with a higher degree of illuminating power were about to be obtained at about the same cost at which the streets of Hongkong are lighted, viz., $22,000 per annum. The action of the Municipality of Rangoon, adverted to above, is proof conclusive of the comparative value of both kinds of light. It goes far to confirm what science and experience have already demonstrated, viz., that the cost of electrical illumination may be safely estimated at from one-half to one-third the price of gas—whether from coal, petroleum, or water—for equal quantities of light.

The Hongkong and China Gas Company—with the price of coal at from $9 to $10 per ton—supply gas at $3.50 per 1,000 cubic feet. The price of the raw product invariably regulates the cost of production. For purposes of comparison, we will adduce the cost at which coal gas is supplied in other countries. The prices charged to consumers in Europe varies considerably, from $0.83 per 1,000 cubic feet at London, to $1.51 at Paris. The former price is, however, only in an exceptional case, the general prices of the London Companies ranging from $1.09 to $1.37 per 1,000 cubic feet. To refer to America; we find that in Philadelphia the price is $2.30, and at Boston and New York it stands at $2.25 and $2.50, respectively, per 1,000 cubic feet. It is said that the New York Companies pay as much as $6 per ton for their coal. The German Continental Gas Light Company is able to declare a dividend of 13 per cent. on its capital, when paying $5.75 per ton for its coal, and charging $1.01 and $1.35 per 1,000 cubic feet for 15.9 candle-gas. In Bombay, the Proprietary of the *Times of India* found it considerably cheaper to light their printing office by electrical illumination in preference to paying 11*s.* or $3 per 1,000 cubic feet of gas. All facts, however, fairly considered, the cost of coal, the expensiveness of skilled labour, and other attendant charges, $3.50 per 1,000 cubic feet of gas in Hongkong is not excessively high. The local Gas Company supplies a commodity which is almost a recognized necessity of civilization. The sale of its product is a limited one—"It is expected to lay its pipes, so that all who desire to burn Gas may do so, which entails an expenditure in distribution that is not, perhaps, re-paid by the sale of gas in the particular locality for many years." Furthermore, there is the risk involved in an outlay—its first investment in material—that, in the event of difficulties, would be almost valueless. All these facts entitle such undertakings in foreign countries to consideration.

While the purity of Hongkong gas is unquestionable, we may reasonably complain of its deficiency in illuminating power. To explain—the principal impurities of coal gas are, sulphuretted hydrogen and ammonia. The limit prescribed by law for the purity of the gas supplied by the London Companies is 20 grains of sulphur and 2¼ grains of ammonia per 100 cubic feet. We may add that a wordy war is now being waged between the City Corporation of Calcutta and the Oriental Gas Company, a public analyst having pronounced the quality of the gas supplied as inferior, owing to the presence in it of sulphuretted hydrogen, which is considered deleterious to health. In justice to the Gas Company, we are bound to assert that it denies the vile insinuation, and demands a specific withdrawal of the charge. The Company is liable to a heavy penalty, under its contract, for such impurities in the quantities stated. The illuminating power of gas chiefly depends on the kind of coal used. Common coal-gas is only 15 to 20 "candle-power." "By *candle-power* is meant that the gas, burning at the rate of five cubic feet per hour, will give as much light as the stated number of standard sperm candles burning at the rate of 120 grains per hour, or two grains per minute." The London Companies are prohibited by law from permitting the candle-power to fall below 16. A comparative trial of the strength of gas and electric lights at the railway stations in Paris showed that the brilliancy of the gas light was to the Mersanne light (with the Lontin machine) as 1 to 5·67, and to the Jablochkoff light (with the Gramme machine) as 1 to 1·93.

The specific gravity of illuminating gas is an important quality, varying directly with the candle-power. So here we see that the complaint of the Hongkong householders of the locally-supplied gas burning too fast—that is, the consumption is too great in proportion to the light received—has some foundation in fact. "The denser the gas, the more slowly it will pass through a given orifice, and so on this quality depends in a great measure the quantity which passes through the consumer's metre and burner."

The streets of New York are said to be the best lighted in the world; and, in order to enable our readers to institute comparisons here and elsewhere, we have taken some trouble to obtain the following facts and figures relative to the same:—Each lamp-post costs the City $20, and each lamp $4.50 to construct. Each burner consumes 3 cubic feet of gas per hour, and burns 3,833 hours per year. The price paid the Gas Companies is $53 per annum for each lamp.

One of Sir John Pope Hennessy's celestial admirers declared at the Tung Wah Banquet that His Excellency was not unmindful of the Chinese in the matter of education, inasmuch as our worthy Governor had paid particular attention to the inculcation of English Pronunciation among the pupils of the Local Government School. It was in such meaningless utterances that the Mongolian ear was tickled, his vanity flattered, and desires sated. In the East, education is not to be guaged so much by its value to the individual, as by the degree of particular account to which that knowledge can be turned for the benefit of the community of which he is a member.

Our local educational institutions are yearly turning out hundreds of lads fit for no other occupation than the desk. The ranks of this class of unemployed among us is being continually swelled; and Government Education—by rendering them fit for no other employment—has probably done them more harm than good. It is said that they are afraid to dirty their fingers, and look down upon honest labor as something beneath them. Governor Hennessy, instead of wasting his time and perverting his talents in devising empty platitudes to satisfy public opinion—would have proved himself a true benefactor to the Chinese in this Colony by opening a Technical School in Hongkong, for the teaching of handicrafts,—a school with a work-shop attached to it. "Young China" would then be able to use his head with his hands, and, taking a pride in doing what is done well, soon arrive at a sense of the dignity of labor. The Governments throughout civilization—particularly England, which had been long dormant—are awakening to the necessity for technical education; and it is much to be deplored that our absent chief, with all his fine talk, did not organize a system of instruction in technology of arts for the poorer classes of Chinese.

The day is not far distant when a good journeyman carpenter or blacksmith will be worth a half-dozen quill-drivers in Hongkong. Chinese carpenters in Burma are able to command as much as a dollar a-day, while clerks may be had for a half or even one-fourth that wage! This is what we are drifting to in Hongkong; the only difference being that while the field for employment here is limited, it is there wide beyond comparison. There is a genuine demand among the Chinese for, and, in fact, no other Eastern nation better appreciates the advantages of, such instruction as that advocated. The Government of India has already recognized its necessity by the establishment of Schools of industrial arts, and the opening out of educational institutions in which trades are taught. We do not disparage, in these remarks, a liberal education for those few capable of receiving or paying for it; our contention has been for useful knowledge for the majority, which, benefiting the individual, will exercise an influence for good over the society of which he is a component part.

Long ago it was asked, "Can a wise man utter vain knowledge, and fill his belly with the East wind." Judging from the recent proceedings of some who are generally looked upon as having fair claims to wisdom, we should answer the rather puzzling question in the affirmative. The most recent development of that peculiar class of persons, whose spirits are never at rest unless

When meddling with things which concern them not, is in the shape of an anti-Aggression League. The object of this society is to unite the whole of the peace-loving community of England, and provide a ready means of inter-communication with one another, so that when England has been brought into deadly jeopardy by the actions of the ministry, the voices of the peace-makers can be made heard, and their strength at once used in the rescue of poor unhappy England. They are to have the latest information from the Colonies, and intend to shake their whip over the heads of those unfortunate Governors who may choose to differ from them. We are exceedingly grateful to these kind-hearted philanthropists, but like many self-opinionated people, prefer to manage our own affairs without their interference. If their superabundant energies will boil over, why can't they devote them to something from which the poor amidst whom they live would derive benefit. It is only another instance of wisdom run mad to see such names as those of John Morley, Herbert Spencer, and Leone Levi, figuring amongst meddling busy-bodies, the only purpose of whose creation seems to be to set as thorns in the sides of other people and gain notoriety. This intermeddling sentimentalism is becoming the bane of English life, public and private, and the difficulty of dealing with it is immense, its various phases being put forward in specious and taking forms, and it is only by the force of sensible opinion that any check can be imposed on it. Let us hope the noxious weed will be soon trampled under foot.

We have frequently heard complaints expressed regarding the exceptionally high price at which bread is sold in Hongkong. This being an important article of daily consumption—almost a necessity in the dietary of Europeans,—a comparison with, say, England and India may not be uninteresting. With American flour selling, in the local market, at 3 cents per pound, we have bread selling at 4 and 5 cents per pound, according as the article is procured from Chinese or European Bakeries. But for our purposes we can only take the latter, the most unfavourable quotation, as we suppose the quality of the bread to be equal in all cases. Therefore, as things stand at present in Hongkong, we have flour selling at 1·35d., and bread at 2·23d. per pound. In England, with flour selling at 1·0d. per pound, bread sells at 2d. per pound. Whereas, in Calcutta, where there are both European and Native Bakeries, when the flour from which fine bread is made costs 2·25d. per pound, the European firms supply bread at the rate of 3·43d. per pound. Taking the relative proportion between the prices of English flour and English bread, it is difficult to reconcile the like ratios for India and China, which, however, are nearly equal. The Native bakers in Calcutta are able to supply bread at 2·4d. per pound, which bears nearly the same comparative ratio with the cost of bread from the Chinese bakers in Hongkong, viz., 1·8d. per pound. The reason for the superior bread in Calcutta and Hongkong being dearer than English bread can be explained by the fact that the demand is small, and, as a consequence, the cost of the operation proportionally higher. The figures we have adduced, however, are sufficiently conclusive as to our bread supply being cheaper than India, and only a trifle above England. It is the cost of production that enhances the price in Hongkong; but, on the whole, we have no cause for complaint under existing circumstances.

## REUTER'S TELEGRAMS.

[Supplied to the "China Mail."]

(*Per E. E. A. & C. Telegraph Co.'s Line.*)

ANOTHER FEMALE MARTYR.

London, April 4.

A Sister of O'Connor, the Member for Galway, has been sentenced to 6 months' imprisonment for advising persons not to pay rent.

THE WIMBLEDON POISONER PARDONED.

London, April 4.

Dr. Lamson, the Poisoner, has been respited at the request of the United States Government on the ground of insanity.

THE BUDGET.

London, April 4.

The Budget will be presented on April 24th.

RIOTS IN SPAIN IN CONNECTION WITH THE FRENCH TREATY OF COMMERCE.

London, April 4.

Serious riots have occurred at Barcelona against the French Treaty of Commerce. Catalonia is declared in a state of siege.

## LOCAL AND GENERAL.

The *Martha* went to Aberdeen Dock last night, and the steamer *Fyen* to Kowloon Dock to-day.

The men Mollers and Powers were to-day committed for trial at the present Criminal Sessions of the Supreme Court, after Mr Caldwell had intimated, on their behalf, that the defence was reserved.

Sergeant Hisson, who was so violently assaulted by a Chinese carpenter while ascending the Peak on the 12th of last month, is still suffering in Hospital from the scalp wound which he received. His condition has improved but very little during the past fortnight, and it is not expected he will be able to appear in the Police Court to give evidence for another fortnight.

We learn that the Steamer *Benalder*, Captain Buckanan, which struck on the South Leconia on the 27th ultimo, shortly after leaving Singapore for Iloilo, and was put back to Singapore. Her cargo had to be discharged, and she has been docked at Tanjong Pagar for repairs, which, it is believed, will take fully two months to complete. It is said, however, that the cargo is not damaged. We regret to add that the Captain died soon after the vessel struck, from the shock to his system caused by the accident.

Rear-Admiral Meyer, the new commander-in-chief of the French squadron in China and Japan, paid a visit to Government House this afternoon. The Admiral was received by a guard of honour, and by the band from the Buffs. A salute of 13 guns was also fired from the shore battery on his landing.

A charge of rare occurrence was preferred against two Chinamen before the sitting Magistrate at the Police Court this morning, that of attempting to smuggle forty-seven men as passengers by the P. & O. Company's steamer *Deccan* to Singapore. The defendants in the case are two boarding-house keepers, one of whom had made application for passengers' tickets from the Hop Kee firm, who supply all the Chinese passengers for the P. & O. Co.'s steamers, but the specified number having been obtained by the firm itself, the application was rejected. The man on being refused made no remark, but late last night, he and his companion, it is alleged, superintended the shipment of forty-seven men, all with luggage. Fortunately the employee of the Hop Kee firm appointed to check the tickets was still on board, and the attempted fraud was detected, and after some haggling the would-be travellers were turned back. This employee stated that passengers were often smuggled on board. Considering the number of sampans in the harbour, which are generally swarming round vessels, this could be easily done without much difficulty.

On the 23rd of February the S. S. *Holyrood* left Saigon for Singapore, manned by six Europeans and twenty-eight natives, making thirty-four in all. The names of the Europeans are Captain F. J. Gibbs; P. Avery, of Plymouth, chief mate; Laurence Jack, Banff, second mate; W. Lee, Fifeshire, chief engineer; A. M. Luckie, Glasgow, second engineer; E. Tryton, third engineer. Nothing further was heard of the vessel until the 27th of March although much anxiety had been felt respecting her. On the date mentioned, a Chinaman was landed at Singapore from one of the ordinary trading junks of the district, and the story he told, which confirms the reported loss of the vessel, is that after leaving port the ship sprang a leak which, despite all the efforts made at the pumps, admitted water to such an extent that the fires were extinguished. The struggle being a hopeless one the order was given for the boats to be got out. The captain's boat was successfully launched and got clear of the ship all safe, but while the one in charge of the engineers was still fast to the tackle the steamer went down stern first, taking the boat along with it. Seven of the crew managed to get on to the top of the deck-house which had become detached. These men, who were up to their waist in water, fell off one by one, the result being that the frail support on which they were perched rose higher as each man dropped off. The Chinaman, who has been landed at Singapore, was latterly the only one left, and was picked up by a fisherman off one of the islands and conveyed to a village, whence he made his way to Singapore. Nothing has been heard of the Captain's boat as yet, but it may have managed to land on some of the numerous islands. The *Holyrood* was a small vessel of 833 tons net, and was owned by Messrs. Bun, Hie & Co.

Return of Visitors to the City Hall Museum for the week ending April 2nd:—

| | *European.* | *Chinese.* |
|---|---|---|
| Monday, | 55 | 522 |
| Tuesday, | 38 | 582 |
| Wednesday, | 23 | 491 |
| Thursday, | 72 | 535 |
| Friday, | 36 | 378 |
| Saturday, | 38 | 402 |
| Sunday, | Sunday | Sunday |
| Total, | 262 | 2,910 |

Grand total, 3,172.

We are glad to notice (says the *N. C. D. News*) the very sensible tone adopted by the *Shên Pao* in writing about the rumoured closing of the K'ai-p'ing mines and its alleged cause. Fêng-shui, says our contemporary, is now an obsolete institution in China altogether. There was a time when there was some excuse for it. Then people did not know any better. But it is out of the question that serious undertakings, undertakings fraught with the highest good to the Empire, should be stopped as at the present time by any considerations based on such superstitious folly. If fêng-shui was to come into the matter at all, it asks the writer, why wait until hundreds of thousands of taels have been expended on the undertaking? Why did the Censor Ch'ên permit the exploitation of the mines at all, if the works were likely to interfere with the spirits of the dead? Think of the stores of mineral wealth that have now been laid open. Think of the cold of Peking, the sufferings of the people in consequence, the high price of fuel, and the necessity of importing coal from foreign countries; all of which will be mitigated now that China has begun to use the possessions which had hitherto lain untouched. Besides, the shares of the undertaking have risen to a great height in prospect of the large output of coal; and foreigners have congratulated the Chinese upon the encouraging results of the mines hitherto. The K'ai-p'ing coal would naturally be used for Chinese-owned steamers, and if China is not permitted to avail herself of it she will have to fall back again upon imported coal, which involves the payment of a higher price, and be attended with other inconveniences. Then again, when railways are established, as they will be required for all her mining capabilities were developed, China might eventually be able to export coal instead of importing it, which would lead to increased importations of other things from Europe, and tend to the enrichment of both parties. The Censor's memorial is inexplicable, for it is not compiled with a view to the benefit of the people or to the welfare of the State at large; its only tendencies are to injure both, and to impose fresh delusions and falsehoods on simple folk; besides which it cannot fail to have a bad effect on future enterprise, in destroying the public confidence.—It is clear to us that our contemporary doubts the truth of the whole story, or affects to do so, by way of throwing discredit on it; no information to that effect, it says, having reached it telegraphically or otherwise from the north. We sincerely wish that it were right, and trust that the business-like and common-sense view it takes of the matter may have due influence in the proper quarters.

## Police Intelligence.

(*Before H. E. Wodehouse, Esq.*)

Wednesday, April 5.

DRUNK AND INCAPABLE.

Charles Smith, a Swedish sailor on board the American ship *Whitfield*, was fined 50 cents, or in default of payment one day's imprisonment, for having been found drunk and incapable yesterday.

ROGUE AND VAGABOND.

Cheung Atak, coolie, was sentenced to seven days' hard labour in gaol, for, having been found gambling, with others, in a slaughter-house at Sai-wan village by P.C. Forbes yesterday afternoon.

UNLAWFUL POSSESSION OF OPIUM.

Ip Alam was charged on remand, by Inspector Perry with having in his possession a quantity of boiled or prepared opium on the 16th of March.

The Inspector found a quantity of opium and some articles for the preparation of opium, on the first floor of house No. 2, Wa Yan Lane, of which defendant admitted being the master. The case had been adjourned twice to allow the defendant an opportunity of procuring a license, and on his stating this morning that the opium farmer refused to give him a new license, saying they could not allow any more in the street he resides in, he was fined $5, with the alternative of three days' imprisonment.

ATTEMPT TO SMUGGLE FORTY-SEVEN PASSENGERS ON BOARD THE "DECCAN."

Fong Achat, shop coolie, and Cheung Au, cook, were charged with attempting to smuggle 47 men on board the P. and O. steamer *Deccan* on the 4th instant.

Henry Allen Ritchie, assistant in the P. and O. Company, said he charged the two defendants with attempting to smuggle a number of passengers on board the *Deccan* yesterday. The shipping of Chinese emigrants on board steamers was done through the agency of a broker, licensed by Government. The Company's broker was Hop Kee. From what the broker told witness he was instructed to make the charge.

Chan King Po, of the firm of Hop Kee, licensed passenger brokers, No. 86 Wing Lok Street, said he was employed by the P. & O. Company to procure passengers for the Company's ships. On the 3rd instant the first defendant came to witness's shop, and asked for some passage tickets for the *Deccan*, which proceeded to Europe this morning. Witness told him that the number of passengers, 215, the number which the *Deccan* is licensed to carry, was complete, and that no tickets could be given. The defendant then went off, and witness knew of nothing happening until yesterday, when from what he had heard he went up to the Police Court to give evidence. He knew the first defendant to be in charge of a boarding house for emigrants, but the second he knew nothing about.

Chan Atong, one of the employés of the Hop Kee firm, said he was on board the *Deccan* early yesterday morning to look after the passengers who had procured their passage from his firm. Each of the passengers were supplied with a ticket, a specimen of which was shown, and no Chinese deck passengers were allowed to proceed without having possession of one of these tickets. He remained on board the vessel the whole day, and saw the whole of the two hundred and fifteen allowed on board. About 9 p.m., while standing on the ship's side he saw three sampans and one cargo boat full of passengers come alongside and climb on to the ship. As they went on board witness asked for their tickets, but not a single ticket was produced. They had their baggage along with them. When witness demanded their tickets he was referred to the first defendant, who had accompanied them. The first defendant when questioned said they were not all his passengers, and that they belonged to two boarding houses. The first defendant also said he went to the Hop Kee to get tickets, but was told they were finished, and, pointed to the second defendant, saying that he had said he could succeed in getting the men on board. Witness did not know the second defendant. The first defendant gave witness a letter, an order to the Fung Cheung Lung firm in Singapore to pay the bearer or Ayau eighty four dollars. This letter was to be given to the second defendant's friend in Singapore, who, it was said, would pay the passages. Witness ordered the whole of the men ashore and they went by the same boats as had conveyed them to the ship, but the two defendants were detained, taken to the P. & O. Office, and then given in charge. Witness said it was a very common occurrence to smuggle passengers on board in this manner.

Henry Allen Ritchie, recalled, stated that passenger tickets similar to that shown, were given in books of five hundred tickets to the Hop Kee firm alone, one book at a time. After the departure of each steamer the book was inspected at the Company's offices to see that the number of passengers allowed had not been exceeded. The penalty, he stated, for carrying passengers in excess of the number allowed was very heavy.

The case was remanded till Saturday the 8th instant, and the prisoners allowed out on bail in two sureties of $10 each. An order was also given to subpœna a man named Lan Ayau, whom the prisoners desired to have as a witness.

LARCENY.

Chan Awai, carpenter, entered the house of a woman named Toi Ho, who resides on the floor of the Hop Lü tailor's shop, Queen's Road Central, yesterday, and stole one chopper and a ladle, but being observed by Yau Awah, an apprentice tailor, was pursued and latterly arrested. While running from his pursuer the carpenter threw the articles into a rubbish basket in Queen's Road, where they were afterwards found. Sentence of six weeks' imprisonment with hard labour was imposed.

KEEPING CHILDREN IN A BROTHEL.

Leong Aho, mistress of a licensed brothel, was ordered to enter into a recognizance in the sum of $20, with two sureties of $10 each to be of good behaviour for three months. She was convicted of having children between the age of eight and fifteen in her brothel, 115 Hollywood Road, on the 4th instant.

LARCENY OF CLOTHING.

Wong Ahop, rice pounder, and Choi Lun, an unemployed draper, were each sentenced to six months' imprisonment with hard labour. They had visited the house of Wan Asan, trader, who was absent at the time, on the 23rd instant, and during his wife's absence, on an errand for some tobacco, taken ten pieces of clothing and some jewellery from her boxes.

RAID ON A GAMBLING HOUSE.

Seventeen Chinese were apprehended by Acting Police Sergeant Baker and a party of police in a house in U Hing Lane, Wanchai, yesterday afternoon while they were engaged gambling. Fourteen of them were fined $2, in default fourteen days' imprisonment with hard labour, while three of them who had been imprisoned before, were fined $5, in default of payment to suffer three weeks' imprisonment with hard labour. The gambling apparatus found was ordered to be forfeited.

THEFTS OF COPPER NAILS.

Chun Hing admitted being guilty of stealing one pound of copper nails at Sam Siu Po Dock yesterday, and was sentenced to six weeks' imprisonment.

Wong Kwai admitted being guilty of a similar offence, and also two previous convictions, and was sentenced to six months' imprisonment with hard labour.

## THE TRIAL TRIP OF THE *MARIA*.

(*El Comercio*, Manila, March 28.)

As we promised yesterday, we now give some particulars regarding the trial trip of this little new steamer. The steamer left the river and passed the Pasig light-house under one-fourth steam power at 9.10 a.m. on Sunday, the 26th instant. She could not run at full speed on leaving the river on account of the Dredger, which was moored right in the pass, where, we understand, it will continue in the same position until the first typhoon compels its incoming. The *Maria* continued her voyage at a slow speed until the steamer *Leon XIII* was reached, when an order was given to go full speed ahead, with 75 pounds of steam, doing 104 revolutions per minute. The patent log-line was then fixed, which was provided with a small bell which was to sound six times per mile; this instrument registered one mile in less than five minutes; in 48 minutes it registered 10½ miles; in one hour, 12½; and in two hours, 24 miles. The pressure was increased to 80 pounds with ease, but the revolutions were 106 per minute. She arrived at Corregidor in 2 hours and 20 minutes from the Pasig light-house, and taking into account the slow rate in which she commenced the voyage, the adverse tide, and the 27 miles covered in that space of time, the steamer *Maria* had attained, with the greatest ease, a speed of more than 12 miles per hour. Under favourable circumstances, the engines working to their highest point, and with an alteration to the low-pressure cylinder which is in contemplation, the steamer will be able to run from 13½ to 14 miles per hour. It is also to be added that the steamer had at the time only 80 tons of ballast on board, and she was, therefore, not in the best trim. After arriving at Corregidor, the party went ashore and succeeded in climbing to the light-house, and on their return partook of breakfast on board. The *Maria* started at 4.10 p.m. (time of leaving Corregidor) on her return voyage, entering the mouth of Pasig at 5.45 p.m., or 17 minutes more than on the out going trip; but this was owing to the strong tide and fresh head wind, which made the ship roll, and though only slightly, it was quite enough to make some of the passengers feel uncomfortable. Among those on board there were Mr and Mrs Enrique Abellá, Mr and Mrs Bassols, the Reverend Procurator General of the St. Augustine Order, Reverend Mr Varas, Dr. Torrejon, Messrs Severiano Merino, Pedro Roxas, Benito Lagarda, Ricardo, Antonio Barretto, Albino Goyenechea, and various other persons. The steamer combines the best conditions for passengers and cargo. She was launched in January of the present year, and is of the soundest construction; she is classified in the German Lloyd as A 1 for 10 years, and is insured in Hongkong. The name of *Maria* was given after the Misses Maria Dolores and Maria Consuelo Barretto. The *Maria* will shortly leave for Iloilo and Bais, touching at Batangas on going, and after this she will be employed exclusively in the line between Taal, Balayan, Bauan and Batangas.

## China.

HANGCHOW.

March 23.

The spring sacrifices to Confucius have just been celebrated in this city. Twice in the year, in the second and eighth months, these honours are paid to "the Throneless King" in every provincial, prefectural and district city—nearly 1600 in all—in the Empire. The custom originated a few years after the death of the Sage. In the provincial capitals, the sacrifices are accompanied with music and pantomimes, but in inferior cities the sacrifices alone are offered.

It requires some enthusiasm to rise at 3 a.m. and walk a mile or two to the Confucian Temple, and some may be content to attend the rehearsals which are held on several afternoons previous. But one who has seen it by lamp-light, testifies that it is well worth all the inconvenience it may cost. The grounds are large and laid out with taste, and when seen under the light of hundreds of lamps their beauty is increased a thousandfold, and the service is much more impressive in the still, solemn hours of night.

If we reach the temple by four o'clock there will be some time to look around. Under a temporary awning in front of the Temple, the musical instruments are arranged ready for the performers. There are thirteen kinds, the kyin, seh, sen, fife, flute, flageolet, etc., besides a frame on which hang sixteen bells and another frame with sixteen ky'ing (pieces of precious stone eighteen inches long by five wide and in the shape of an elbow), which give very sweet tones when struck. Inside the Temple are the sacrificial implements and victims—an ox, a goat, a pig, a fowl, and a rabbit, vegetables, fruits and grain. The loud beating of the great bass drum announces the arrival of the Provincial Governor and the beginning of the ceremonies. He is met at the entrance gate by those who take part, and escorted in procession to the Temple door. Here they take their respective positions. The central position in front of the Temple is occupied by the pantomimists—thirty-six youths dressed in the costume of siu-tsai, and each one holding in his hands a red flute and a red wand with a long Mongol pheasant feather sticking in one end of it. The musicians, about forty in number, take positions in the spaces to the right and left of the pantomimists. Those acting as priests, the Governor assisted by six scholars, have their stations at the extreme right and left of the musicians. On a given signal from the Master of Ceremonies, the music, accompanied by the chanting of a plaintive dirge-like tune, and the pantomimic performance, began, and the company of priests also commenced their solemn march into the Temple where they performed some rites which we could not see. The pantomime consisted of the thirty-six youths acting in unison, keeping time with the music, making various postures and presenting the flute and wand in various positions, but generally crossed at different angles. What it meant we could not learn, except that "it was intended to attract the notice and secure the presence of the birds and beasts, as was the case in the ancient times of purity and virtue."

At the close of one act, occupying about ten minutes the priests came out of the Temple and the music and pantomime ceased for a short time. There are six acts, at the end of which the service was pronounced finished. There were very few persons present besides those engaged in the service. The victims, except the goat, which was borrowed for the occasion, are divided among the officials and others who take part in the service. There are also offerings of silk, and one piece of pure white satin is burned as an offering. It is estimated that 27,000 pieces of silk and 62,000 victims are offered in the various Confucian Temples during the year, and this has been the case for well-nigh two thousand years.—*N. C. D. News.*

PEKING.

March 11.

A Censor complains of corruption of the native Customs officials. These officers pay so much a year into the Imperial exchequer—whatever be the condition of trade. All ports are farmed out and after everybody all round has had his squeeze, the remainder is remitted to the Capital. Very frequently the *Gazette* contains memorials requesting the Emperor to extend mercy to them, as the goods and ships have been fewer than usual at their port. If the deficit be great, the Emperor insists on its being gradually made up, but if the sum be trifling it is passed over. This gives rise to to no end of extortion and embezzlement, false statements of the revenue being often presented. Very seldom indeed does the income fall short of the estimate, and if conducted on the foreign plan, it would never prove insufficient. It is not the higher officials that are generally to blame for this corruption, but the underlings of the Customs who become wealthy. The Censor asks for an Edict to the effect that however much may be collected all must be given to the Emperor. In reply, the Emperor says he will not refer to past delinquencies, but for the future this must be attended to. Officials take office to get rich, and when they have well feathered their nests, they retire to live in ease and dignity. It is this that renders reform almost impossible in Chinese administration.

Another Censor refers to another evil equally flagrant, the enormous number of hangers-on for office. These by a late Edict were to be divided into four classes, and the last class dismissed altogether. The Governor of Fuhkien memorialises in favour of mercy being extended to some of this class. They have been many years about the yamêns and understand some little business, although they fail to pass the necessary examination. With regard to the new men coming up, the rule may be strictly observed; if they can pass the examination, they may be sent home. Very frequently the man of *wen li* is not the man of business, and *vice versâ*. This holds good in the West as in China; in fact, it is almost proverbial that the book-worms are particularly bad men of business. And yet China is governed by such a lot. No country perhaps possesses such an incompetent lot of officials as China.

There is hope for Corea. By all accounts the Forbidden Land is going to open her ports to the great nations of the West—the Great Ying and the Great Fah and the Flowery Flag and the Hung-mao or red-haired foreigners. The Viceroy Li has certainly wisely recommended them to take this step as a prophylactic measure to prevent the country falling into the hands of the Russians or Japanese. The Coreans and Chinese are shrewd headed enough to see the value of foreign intercourse in this light. The land we fear will not be found the El Dorado it is supposed to be. It is about the size of one of the ordinary Chinese provinces; it is very mountainous and the soil is poor and thin. Gold is of course found, though not in any large quantities; but probably with improved Western modes of working, a rich mineral country may be discovered. After the opening of Corea, Thibet will be the only other country in Asia which may be said to be locked. At Newchwang the Scotch missionaries have been busy getting up the Corean language and preparing books and translating the Scriptures. The United Presbyterians of Caledonia are therefore to be the first Protestant Mission who are going in to possess the land. We are sorry to hear of the intended departure of one of the missionaries from Newchwang for a trip home, just as there is such a promise of the opening of the country.

The memorial about the collection of the Customs duties, above referred to, I believe to be in some way connected with the laying-down of railways in China. We are apparently nearer this consummation than foreigners dream of. When the Chinese themselves take up a thing there is some hope of it. They do not like foreign dictation. It would be very remarkable if China should be indebted to her little neighbour Japan for the first introduction of the iron road into her territories. And yet there is something of the sort in contemplation. With her own iron, and Japanese workmen and skill, the Viceroy may be able to get the thin edge of the wedge in, and, once inserted, this practical people will not be long to take advantage of it. My reason for thinking the above memorial refers to something of this sort is that the Board of Revenue has replied that it has not the money to spend upon the scheme and this is a suggestion whereby the Imperial exchequer might be filled. We shall see.

The weather has suddenly got very warm. Yesterday the thermometer stood 68° in the shade and at night it indicated 38°. At this time last year we had no steamers at Tientsin, and the Gulf was filled with ice. The departing Peking residents are busy packing and soon we shall lose them. Already a new French interpreter from Tientsin has arrived to take M. Ristelhueber's place, who goes home on leave. Mr Holcombe, the American Chargé d'Affaires, has gone on a short visit to Tientsin. The sad news of the death of Dr. Martin's eldest son reached us a few days ago and the greatest sympathy is felt for them. St. Patrick's day—the 17th of March—is to be held here, the British Minister giving a grand dinner to his Hibernian friends. The programmes are out for the Peking races, and gentlemen are beginning to look to training themselves and their ponies.

The *Gazette* refers to a charge against a Military Governor in Shense guilty of forging seals and *piau pan*. His servants were examined and the charge was found correct. In the meantime, while his retainers were in prison, the official himself burned the false seals and accused his servants of the crime, saying that as soon as he learned that they were guilty, he had had the seals destroyed. The Censor who complains, urges the charge that the official ought to have sent his servants to the yamen and not to have waited until they were apprehended before burning the forged instruments. This case is ordered to be carefully examined to.

In Honan there is some trouble about the identity of a thief. The man in charge is not supposed to be the guilty person. The case has been hanging on for some time. The father of the so-called thief testifies to the identity of his son, the thieves with whom he is said to have been in league do not recognise him, and the underlings insist that he has changed his name. The Emperor is asked to send some big official to enquire into the whole case. Why does the Governor himself not manage a matter of this sort without calling upon the Throne for a special examination? There is no doubt a grave error somewhere, and this appears like an attempt to cover over the deficiencies of some former official.

The appointment of the new Customs Taotai at Tientsin is noted, in place of the former, one Chêng, who has gone as Minister to the United States.

Peking was agitated a few mornings ago to learn that several high officials had been dismissed from office. One is Tung Hsiun, the President of the Board of Revenue, who was formerly a Minister in the Foreign Office. He is now an old man, and must be incapacitated by sheer age from discharging his functions. Another is Wan Ching-li, the President of the Board of Civil Office. His case has been getting into bad odour for some time, and a charge against him a year ago was not pressed; but his late act of nepotism has brought down upon him a sentence of dismissal. He lives in a grand house which he has built outside the Shun Chih Mên and has been investing his money in rice and other shops. Although not a native of Peking, he has made his abode here, and has engaged his soul in buying and selling. And this in itself is no small crime for an official to be guilty of. We foretold some time ago that he would be asked to retire into private life. A third man dismissed is Tung Hua of the Censorate—his chief fault being misdemeanour, arising, as do most faults of Chinese officials, out of inordinate avarice and covetousness.

The only other two officials that have got their *quietus* are En Lin and Tieh Chi, Vice-Presidents of the War and Colonial Offices, respectively.

We observe with pleasure that Mao Chang-hsi, formerly President of the Board from which Wan has been dismissed, and who retired for the customary 27 months on the death of his mother, has obtained the Presidentship of the Board of War.

Among the Peking high officials that come out of this scrutiny, and are mentioned with praise are Prince Kung, Pao Chung-tang, Li Hung-tsao (by-the-by he has never once as yet put in an appearance at the Foreign Office, to a seat at which Board he was appointed when preceptor to the late Emperor), Ching Lien, and Wang Wen-shao. It will be observed that these men are all in the Cabinet and members of the Foreign Office. It is pleasant therefore to see them getting their due meed of praise, although it should come from themselves. Among the outside officials, three only are put down for praise, that is, Li Hung-chang, Tso Tsung-t'ang and Admiral Pêng of the Yang-tsze.

It is blowing quite a hurricane here today, and the dust is something awful. Yesterday was like a summer day, and this is the result—a very common one at Peking.—*N. C. D. News.*

## Singapore.

(*Times.*)

A death from stabbing is reported from Trafalgar Estate. It would seem that a Portuguese mandore stabbed and cut two Kling cartmen. The offender was arrested and the men who were stabbed were sent to hospital. A quarrel had arisen between the opposing parties as to whether the men, who were employed by the Estate to load quantities of tapioca, should obey certain rules of the estate as to the loading of tapioca. It would seem that the mandore made an effort to enforce rules of the estate which he had not the strength morally or physically to carry out. The result was that a collision occurred in which he had at first the worst of it, but drawing the ever-too-ready knife made short work of his adversaries.

## Commercial.

Messrs Steil & Lamke Freight Circular for the Mail of Tuesday, 4th April, says:—

There is no improvement to notice in the Freight market since the date of last Report, and rates generally are lower with little demand.

Homewards, two settlements are reported for London and for Hamburg on the basis of about £2 5s. for the former and £2 for the latter port, and for New York one ship has been taken up at about 35 shillings per 40 cubic feet. There is nothing offering from the Philippines for the United Kingdom, and quotations are purely nominal. For the United States $10 per ton, all Sugar, from Iloilo to New York or Boston, is the only employment obtainable.

Coastwise, a few more Charters have been effected for the Northern ports, but rates have not advanced. Freights from Saigon to this have been fully maintained during the first part of the fortnight, but during the last week there has been some lull in the demand, and the closing quotation is 25 cents per picul.

The American ship "J. Bourne," proceeds to Victoria (Vancouver's Island), the German barque "Laura," to the Philippines, and the Danish barque "Carl Wilhelm," to Saigon under charters effected elsewhere, and the German brig "Peter," proceeds to Amoy with part of her original cargo.

The British barque "Hostspur," has been sold privately for $10,500.

The disengaged tonnage in port amounts to 9 vessels, registering 5,394 tons, steamers not included.

The following are the settlements:—

British barque Endymion, 759, to London, private.

German barque Bertha, 443, to Hamburg, private.

American barque Jas. A. Borland, 670, to New York, private.

British 3 Mast-Schooner Formosa, 381, Takao to Melbourne, £2 5s. 0d per ton of 20 cwt.

American barque Grace Deering, 734, Iloilo to Sydney, £2 per ton of 20 cwt.

American barque Charter Oak, 964, to Victoria (Vancouver's Island, £2,200 in full.

British barque Martha, 853, to Portland, private.

German barque Malvina, 479, Bangkok and back, $3,600 in full; 38 lay days.

German barque Francisca, 386, Takao to Yokohama, 30 cents per picul; 28 lay days.

British barque Velocity, 400, Takao to Yokohama, 30 cents per picul; 30 lay days.

British barque Roderick Hay, 290, Whampoa to Tientsin and back to Hongkong *viâ* Newchwang, 65 cents per picul; 35 lay days.

French barque Charité, 299, Whampoa to Tientsin and back to Hongkong *viâ* Newchwang, 60 cents per picul; 35 lay days.

British steamer Penedo, 652, Saigon to Hongkong, 27½ cents per picul.

British steamer Pernambuco, 645, Saigon to Hongkong, 27½ cents per picul.

British steamer Gleneagles, 1838, Saigon to Hongkong, 21 cents per picul.

German steamer Atalanta, 787, Saigon to Hongkong, 26½ cents per picul.

British steamer Annerley, 1256, Saigon to Hongkong (2 trips), 23 cents per picul.

British steamer Serapis, 1271, Saigon to Hongkong, 22 cents per picul.

British steamer Longshaw, 1187, Saigon to Hongkong, 24 cents per picul.

British steamer Euphrates, 1300, Saigon to Hongkong, 24 cents per picul.

German steamer Mussalia, 1236, Saigon to Hongkong, 23 cents per picul.

British steamer Blackhall, 723, Saigon to Hongkong, 25 cents per picul.

British steamer Vortigern, 799, Monthly Charter, 3 months, private.

British steamer C. T. Hook, 912, Monthly Charter, 6 months, $5,250 per month.

Thames-street Industries, by Percy Russell. This Illustrated Pamphlet on Perfumery, &c., published at 6d., may be had gratis from any Chemist or dealer in perfumery in the World, or John Gosnell and Co., London.—[Advt.]

## Quotations.

Hongkong, *April* 5.

| | | | |
|---|---|---|---|
| OPIUM— | New Patna, | cash,... | $580 |
| ,, | Old ,, | cash,... | — |
| ,, | New Benares, | cash,... | 572½ |
| ,, | Old ,, | cash,... | — |
| ,, | New Malwa, | credit,... | 640 |
| | Allowance, | Taels...... | 32 |
| ,, | Old Malwa, | credit,... | 700 |
| | Allowance, | Taels...... | 16 |

## Exchange.

| | |
|---|---|
| Bank, Wire, ... ... ... ... | 3/8¼ |
| ,, Demand, ... ... ... | 3/8⅜ |
| ,, 30 days' sight, ... ... | 3/9 |
| ,, 4 months' sight, ... | 3/9⅜ |
| Credits, ,, ,, ... | 3/9½ a ⅝ |
| Documentary 4 months' sight, | 3/9⅝ a ¾ |
| India, Wire, ... ... ... ... | 219 |
| ,, demand, ... ... ... | 220 |
| Shanghai, demand, ... ... | 72 |
| ,, 30 days' sight, private | 72¼ |
| Gold Leaf, 99½ fine ... ... | $27.75 |
| Sovereigns, ... ... ... | $5.40 |

## Shares.

(*For Share Quotations, see Page 4.*)

## Temperature.

(*Taken at Messrs Falconer & Co.'s Premises, Queen's Road.*)

Hongkong, *April* 5.

| | | |
|---|---|---|
| Barometer— | 9 a.m. ... ... | 30.138 |
| Do. | 1 p.m. ... ... | 30.136 |
| Do. | 4 p.m. ... ... | 30.112 |
| Thermometer— | 9 a.m. ... ... | 62 |
| Do. | 1 p.m. ... ... | 62 |
| Do. | 4 p.m. ... ... | 61 |
| Do. | (Wet bulb) 9 a.m. | 61 |
| Do. | Do. 1 p.m. | 61 |
| Do. | Do. 4 p.m. | 61 |
| Do. | Maximum ... ... | 62 |
| Do. | Minimum over night | 61 |

CHINA COAST METEOROLOGICAL REGISTER.

Telegrams of 5th April, 1882.

| BAROMETER, THERMOMETER, &c. | Hongkong. Previous day at 4 p.m. | Hongkong. On date at 10 a.m. | Amoy. Previous day at 4 p.m. | Amoy. On date at 10 a.m. | Shanghai. Previous day at 4 p.m. | Shanghai. On date at 10 a.m. | Manila. On date at 10 a.m. | Manila. On date at 4 p.m. |
|---|---|---|---|---|---|---|---|---|
| Barometer ......... | 29.96 | 30.17 | 29.94 | 30.18 | 30.19 | 30.20 | 30.18 | 30.04 |
| Thermometer attached. | 80.0 | 65.0 | 71.0 | 57.0 | 41.0 | 45.0 | 82.5 | 87.9 |
| Direction of Wind ...... | S | E | NE | NE | NNW | N | WNW | NNW |
| Force of Wind ...... | 6 | 4 | 2 | 2 | 5 | 3 | 1 | 1 |
| Dry Thermometer ...... | 79.0 | 63.0 | 61.0 | 57.0 | 39.0 | 44.0 | 85.7 | 92.8 |
| Wet Thermometer ...... | 75.0 | 61.0 | 68.0 | 55.0 | 36.0 | 40.5 | 77.4 | 74.9 |
| Weather ......... | c.d. | c. | o.c. | o.c. | o.c. | o.c. | b.c. | b.b. |
| Hours of Rain ...... | — | — | — | — | — | — | — | — |
| Quantity fallen ...... | — | — | — | — | — | — | — | — |

* Barometer, level of the sea in inches, tens, and hundreds.

Thermometer, in Fahrenheit degrees and tens, kept in the open air in a shaded situation.

Direction of Wind is registered every two points, N., N.N.E., N.E., &c.

Force of Wind.—0 calm. 1 to 3 light breeze. 3 to 5 moderate. 5 to 7 fresh. 7 to 8 strong. 8 to 10 heavy. 10 to 12 violent.

State of Weather.—*B.* Clear blue sky. *C.* Cloudy. *D.* Drizzly. *F.* Fog. *G.* Foggy. *H.* Hail. *L.* Lightning. *M.* Misty. *O.* Overcast. *P.* Passing showers. *Q.* Squally. *R.* Rainy. *S.* Snow. *T.* Thunder. *U.* Bad, threatening. *V.* Visibility. *W.* Storm. *Z.* Calm. The letters are repeated to indicate any increase over the mean average of their signification.

Rain.—The hours of rain for the previous 24 hours (noon) are registered from 1 to 24, and the quantity of water fallen indicated in inches, tens and hundreds.

## Shipping Intelligence.

The following lists are corrected from the latest London and Colonial Papers, and from other sources. Consignees are invited to communicate with the Editor in the event of any inaccuracy occurring in this list as compiled from the papers and other information at his command. The Editor will, at all times, be glad to receive any additions to the list from those who have later advices, private or otherwise, than his own:—

VESSELS TO ARRIVE.

AT HONGKONG.

| *Left.* | *Name.* | *From.* |
|---|---|---|
| Nov. 3, | Henry, | Cardiff |
| ,, 7, | Christal, | Cardiff |
| ,, 10, | Hydra, | Hamburg |
| ,, 28, | Rock Terrace, | Newport |
| Dec. 5, | Stillwater, | New York |
| ,, 14, | Corea, | London |
| ,, 16, | Paul, | Hamburg |
| Jan. 4, | Truth (s.), | Sunderland |
| ,, 6, | Flaming (s.), | Hull |
| ,, 15, | Carl Ritter, | Hamburg |
| ,, 17, | Susanne | Cardiff |
| ,, 18, | Marathon, | London |
| ,, 26, | Flintshire (s.), | London |
| ,, 31, | Belted Will, | London |
| Feb. 7, | F. C. Sieben, | Singapore |
| ,, 11, | Tanjore, | Cardiff |
| ,, 12, | Gordon Castle (s.), | London |
| ,, 15, | P. J. Carleton, | Cardiff |
| ,, 17, | Grecian, | Cardiff |
| ,, 18, | Hansa, | Hamburg |
| ,, 21, | Emblem (s.), | Cardiff |
| ,, 25, | Loudoun Castle (s.), | London |

LEFT, BUT DATE OF DEPARTURE UNKNOWN.

| | |
|---|---|
| Minnie Allen, | London |
| Lady Bowen, | Australia |
| Melrose, | Australia |

LOADING FOR CHINA AND JAPAN PORTS.

*At London.—Steamers viâ Suez Canal.*

Glenavon. Strathleven.

Cairnsmuir. Jason.

*Sailing Vessels.*

Latona. Melbreck.

*At Liverpool.*

Teucer. Menelaus (s.)

Coptic (s.)

*At Glasgow.*

Stirling Castle (s.) Glenogle (s.)

## THE CHINA REVIEW.

PUBLISHED BI-MONTHLY.

TENTH YEAR.

THIS Review, which was intended to meet the wants of many students of Chinese caused by the discontinuance of "Notes and Queries on China and Japan," has reached its Tenth Volume. The Review discusses those topics which are uppermost in the minds of students of the "Far East" and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original Papers on the Arts, Science, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the Review now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the Review in this direction, the Magazine would be made more generally useful.

The Review department receives special attention, and endeavours are made to present a careful and concise record of Literature on China, etc., and to give critiques embodying sketches of the most recent works on such topics. Authors and Publishers are requested to forward works to "Editor, China Review, care of China Mail Office."

The Notes and Queries are still continued and form an important means of obtaining from and diffusing among students knowledge on obscure points.

The Correspondents' column also affords farther and greater facilities for the interchange of views and discussion of various topics.

Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the various Consular, the Imperial Customs, and Hongkong services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship is assiduously cultivated. Amongst the regular contributors are Drs. Chalmers, Eitel, Bretschneider, Hirth, and Hance, Professor Legge, and Messrs Balfour, Watters, Stent, Phillips, MacIntyre, Groot, Jamieson, Faber, Kopsch, Parker, Playfair, Giles, and Piton,—all well-known names, indicative of sound scholarship and thorough mastery of their subject.

The Subscription is fixed at $6.50 per annum, postage included—payable in advance.

Orders for binding volumes will be promptly attended to; Address, "Manager, China Mail Office."

OPINIONS OF THE PRESS.

"All our learned societies should subscribe to this scholarly and enterprising Review."—Northern Christian Advocate (U.S.)

"The China Review * * * * has an excellent table of contents."—Celestial Empire.

"The Publication always contains subjects of interest to sojourners in the Far East and the present issue will be read with interest by all who take an interest in subjects of this kind with preceding numbers."—Celestial Empire.

"This number contains several articles of interest and value."—North-China Herald.

"* * * * opens with a review of the Foreign Trade of China during 1880. This is rather a new departure for a publication which professes to be purely literary; but considering the comparatively small circulation it enjoys at present among the commercial communities of China, we hail the innovation as likely to recommend the Review to the notice of those who take an interest in few matters beyond mercantile pursuits."—North-China Herald.

"The China Review for September-October fully maintains the high standard of excellence which characterises that publication, and altogether forms a very interesting and readable number. Meteorologists will find an interesting and valuable contribution by Dr. Fritsche, on "the Amount of Precipitation (Rain and Snow) of Peking," showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880. "Notes on the Dutch Occupation of Formosa," by Mr. Geo. Phillips, contains some interesting information, although, as he says, most of it is second-hand. The Notices of New Books include a most generous and appreciative review of "The Divine Classic of Nan-Hua," and the Notes and Queries are as usual very interesting."—North-China Daily News.

"A substantial and reliable Review which all students of China and the Chinese would do well to patronise."—Chrysanthemum.

"The November-December number of the China Review contains less variety than usual, but the few articles are very interesting. The opening paper by Mr Herbert A. Giles on "The New Testament in Chinese" treats of a question that must necessarily be of great importance in the eyes of all missionaries. Mr E. H. Parker's "Short Journeys in Szechuen" are continued; and a goodly instalment of this travels in the interior of China is given. Mr F. H. Balfour contributes a paper of some length entitled "The Emperor Cheng, founder of the Chinese Empire," which will be read with genuine interest by students of Chinese history. A few short notices of New Books and a number of Notes and Queries, one of which "On Chinese Oaths in Western Borneo and Java" might appropriately have been placed under a separate heading, complete the number."—H.K. Daily Press.

Trubner's Oriental Record contains the following notice of the China Review:—

"The present publication, judging by the number of the Review, as is intended to occupy a position, as regards China and the neighbouring countries, somewhat similar to that which has been filled in India by the Calcutta Review. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable. It is evident that much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the Review by papers highly creditable to their respective authors * * * Translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the celebrated Su Tung-p'o, by Mr. E. C. Bowra, century, Su Tung-p'o, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that "Notes" and "Queries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the China Review may receive the support necessary to insure its continuance.

## Visitors' Column.

We have instituted as an experiment a VISITORS' COLUMN, which we trust will prove successful, and be found useful. To it will be relegated from time to time such items of information, lists, tables and other intelligence as is considered likely to prove valuable to persons passing through the City, and in connection with we have opened a SELECT HOTEL AND BUSINESS DIRECTORY, applications for enrolment into which we are now ready to receive.

### List of Public Buildings.

Government House, North of Public Gardens.

City Hall, Library (8,000 volumes) and Museum,—Free.

Public Gardens, a beautifully picturesque retreat and of great interest.

The Clock Tower, Queen's Road Central, in a line with Pedder's Wharf.

General Post Office, Hongkong Club, German Club, Supreme Court, &c., within a stone's-throw.

Lusitano Club and Library, Shelley St.

Government Offices, the Secretariat, &c., near the Public Gardens.

St. John's Cathedral (Anglican), above the Parade Ground.

Roman Catholic Cathedral, Wellington Street.

Union Church, Elgin Street.

St. Peter's Seamen's Church, West Point.

St. Joseph's (R.C.) Church, Garden Road, near Kennedy Road.

Temperance Hall, specially adapted for sea-faring men, Queen's Road East.

Sailors' Home, West Point.

E. E. A. and China Telegraph Co., and the Great Northern Telegraph Co., Marine House, Queen's Road.

Masonic Hall, Zetland Street.

Victoria Recreation Club—Bath-house and Boat-house, &c.,—Praya, beyond the Cricket Ground, beside the City Hall.

The Barracks and Naval and Military Store Departments lie to the eastward, and cover a large area.

### Stores, Books, &c.

American and English Stores, Books, and specially selected Cigars.—MACEWEN, FRICKEL & Co.

### Chair and Boat Hire.

LEGALISED TARIFF OF FARES FOR CHAIRS, CHAIR BEARERS, AND BOATS, IN THE COLONY OF HONGKONG.

*Chairs and Ordinary Pullaway Boats.*

Half hour, ....10 cts. | Hour, ....20 cts.
Three hours, ..50 cts. | Six hours, ....70 cts.
Day (from 6 to 6), One Dollar.

TO VICTORIA PEAK.

*Single Trip.*

| | |
|---|---|
| Four Coolies | $1.00 |
| Three Coolies | 0.85 |
| Two Coolies | 0.70 |

*Return (direct or by Pok-foo-lum).*

| | |
|---|---|
| Four Coolies | $1.50 |
| Three Coolies | 1.20 |
| Two Coolies | 1.00 |

TO VICTORIA GAP (TO LEVEL OF UMBRELLA SEAT.)

*Single Trip.*

| | |
|---|---|
| Four Coolies | $0.60 |
| Three Coolies | 0.50 |
| Two Coolies | 0.40 |

*Return (direct or by Pok-foo-lum).*

| | |
|---|---|
| Four Coolies | $1.00 |
| Three Coolies | 0.85 |
| Two Coolies | 0.70 |

The Return Fare embraces a trip of not more than *three* hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (12 hours) } Peak, .........$0.75 each Coolie. Gap, .........$0.60 each Coolie.

*Licensed Bearers (each).*

| | |
|---|---|
| Hour | 10 cents. |
| Half day | 35 cents. |
| Day | 50 cents. |

BOAT AND COOLIE HIRE.

BOATS.

| | |
|---|---|
| 1st Class Cargo Boat of 8 or 900 piculs, per Day | $3.00 |
| 1st Class Cargo Boat of 8 or 900 piculs, per Load | 2.00 |
| 2nd Class Cargo Boat of 600 piculs, per Day | 2.50 |
| 2nd Class Cargo Boat of 600 piculs, per Load | 1.75 |
| 3rd Class Cargo Boat or Ha-kau Boat of 300 piculs, per Day | 1.50 |
| 3rd Class Cargo Boat or Ha-kau Boat of 300 piculs, per Load | 1.00 |
| 3rd Class Cargo Boat or Ha-kau Boat of 300 piculs, Half Day | 50 |

*Sampans.*

| | |
|---|---|
| or Pullaway Boats, per Day | $1.00 |
| ,, One Hour | 20 |
| ,, Half-an-Hour | 10 |

After 6 P.M. .........10 cents extra.

Nothing in this Scale prevents private agreements.

STREET COOLIES.

*Scale of Hire for Street Coolies.*

| | |
|---|---|
| One Day | 33 cents. |
| Half Day | 20 ,, |
| Three Hours | 12 ,, |
| One Hour | 5 ,, |
| Half Hour | 3 ,, |

Nothing in the above Scale to affect private agreements.

### WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, $1 each. CHINA MAIL Office.

## SHARE LIST.—QUOTATIONS. April 5, 1882.

| Stocks. | Nos. of Shares | Value. | Paid-up. | Reserve. | Working Account. | Last Dividend. | Closing Quotations, Cash. |
|---|---|---|---|---|---|---|---|
| BANKS. | | | | | | | |
| HK. and S'hai Bank | 40,000 | $ 125 | $ 125 | $ 2,100,000 | $ 63,639.46 | 40/ | *113 % = $266¼ [p. sh. |
| INSURANCES. | | | | | | | |
| Nth.-China Ins. | 1,000 | Tl. 2,000 | Tl. 600 | Tl. 238,600 | Tl. 251,064.91 | Tl. 75 | § Tl. 1175 ,, |
| Yangtsze Ins. | 1,200 | Tl. 350 | Tl. 350 | Tl. 500,488 | Tl. 18,447.56 | 12 % | § Tl. 880 ,, |
| Union Ins. Soc. | 500 | $ 2,500 | $ 500 | $ 381,787 | $ 437,688.58 | $144.27 | § $1600 ,, |
| China Traders' Insurance | 600 | $1666.66 | $ 500 | $ 475,000 | $ 91,928.49 | 20% | ‡ $1600 ,, |
| C'ton Ins. Office | 10,000 | $ 250 | $ 50 | ... | ... | ... | $85 ,, |
| Chinese Ins. Co. | 1,500 | $ 1,000 | $ 200 | $ 100,378 | $ 677.42 | 6% | † $260 ,, |
| HK. Fire Ins. | 2,000 | $ 1,000 | $ 200 | $ 823,842 | $ 263,403.72 | $75 | ¶ $930 ,, |
| China Fire Ins. | 4,000 | $ 500 | $ 100 | $ 493,632 | $ 144,535.91 | 18% | § $290 ,, |
| STEAM C'PANIES. | | | | | | | |
| HK. C. and M. Steamboat | 8,000 | $ 100 | $ 75 | $ 135,000 | $ 18,908.06 | 5% | * $98 ,, |
| MISCELLANEOUS. | | | | | | | |
| HK. & Wh'poa Dock | 10,000 | $ 125 | $ 125 | $147,563.78 | $ 3,180.53 | 4% | * 53 % prem. = [191¼ p. sh. |
| HK. and China Gas Co. | 5,000 | £ 10 | £ 10 | £ 7,489 | ... | ... | |
| H'kong Hotel | 2,000 | $ 100 | $ 100 | ... | ... | $2½ | † $109 ,, |
| China Sugar Co. | 6,000 | $ 100 | $ 100 | ... | $ 5,324.71 | $12 | § $164 ,, |
| H'kong Ice Co. | 1,250 | $ 100 | $ 100 | $ 6,250 | $ 1,880.51 | $10 | § $132 ,, |
| H'kong Bakery | 600 | $ 50 | $ 50 | ... | $ 159.31 | $5 | § $55 ,, |
| LOANS. | | | | Rates of Interest. | Payable. | | |
| Chi. Imp., 1874 | 6,276 | £ 100 | all | 8 % | June 30 Dec 31 | | |
| ,, ,, 1877 | 16,040 | £ 100 | all | 8 % | Feb. 28 Ag. 31 | | |
| ,, ,, 1878 | 3,899 | Tl. 500 | all | 8 % | April & Oct. | | |
| ,, ,, 1881 | 8,565 | Tl. 500 | all | 8 % | June & Dec. | ... | 3 % prem. |
| Sugar Debentures, 1880 | 600 | $300,000 | all | 8 % | June & Dec. | | 3 % ,, |

* For half-year ended 31st Dec., 1881. ‡ To 30th April, 1881. ¶ For year 1880.
† For half-year ended 30th June, 1881. § For year 1881.

EDWARD GEORGE, *Share Broker.*

## Hongkong Rates of Postage.

*(Revised January 1st, 1882.)*

In the following Statements and Tables the Rates are given in *cents*, and are, for Letters *per half ounce*, for Books and Patterns, *per two ounces*.

Newspapers over four ounces in weight are charged as double, treble, &c., as the case may be; but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must *anything whatever* be inserted except bonâ fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though Written by Hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge on them is the same as for books, but, whatever the weight of a packet containing any partially written paper, it will not be charged less than 5 cents.

The sender of any Registered Article may accompany it with a Return Receipt on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 8 ounces, and must not exceed these dimensions: 8 inches by 4 inches by 2 inches.

*Countries of the Postal Union.*

The Union may be taken to comprise Europe, all foreign possessions in Asia, Japan, W. Africa, Egypt, Mauritius, all N. America, Mexico, Salvador, Brazil, Peru, Chili, Venezuela, The Argentine Republic, Jamaica, Trinidad, Guiana, Honduras, Bermuda, Labuan, Hawaii, with all Danish, French, Netherlands, Portuguese and Spanish Colonies.

*Countries* NOT *in the Union.*—The chief countries *not* in the Union are the Australasian Group, and S. Africa.

*Postage to Union Countries.*

*General Rates*, by any route:—

| | |
|---|---|
| Letters, | 10 cents per ½ oz. |
| Post Cards, | 3 cents each. |
| Registration, | 10 cents. |
| Newspapers, | 2 cents each. |
| Books, Patterns and Comm. Papers, | 2 cents per 2 oz. |

There is no charge on redirected correspondence within the Postal Union.

*Postage to Non-Union Countries.*

Australia, New Zealand, Tasmania, and Fiji, *via Torres Straits*, Letters, 10; Registration, 10; Newspapers, 2; Books and Patterns, 2: *Via Galle*, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 2.

Natal, the Cape, St. Helena, Ascension, Bolivia, Costa Rica, Letters, 25; Registration, 10; Newspapers, 5; Books and Patterns, 5.

### LOCAL POSTAGE.

| | Letters per ½ oz. | Post Cards each. | Books, Parcels and Patterns, per 2 oz. | Newspapers and Prices Current, each. | Registration. |
|---|---|---|---|---|---|
| | cents. | cent. | cents. | cents. | cents. |
| General Local Rates for Hongkong, Macao, China, Japan, Siam direct (d), Cochin China, Tonquin, and the Philippines | 5 (e) | 1 | 2 | 2 | 10 |

(d) Via Singapore, 10 cents.
(e) Between Hongkong, Canton, and Macao, 2 cents.

*Local Delivery.*

1. All correspondence posted before 5 p.m. on any week day for addresses in Victoria will be delivered the same day, and generally within two hours, unless the delivery should be retarded by the Contract Mails.

2. Invitations, &c. can generally be delivered within Victoria at the private houses of the addressees rather than at places of business, if a wish to that effect be expressed by the sender, otherwise all correspondence is invariably delivered at the nearest place of business.

3. Boxholders who desire to send Circulars, Dividend Warrants, Invitations, Cards, &c., *all of the same weight*, to addresses in Hongkong, Bangkok, or the Ports of China, may deliver them to the Post Office unstamped, the postage being then charged to the sender's account. Each batch must consist of at least ten.

4. Boxholders may also send Patterns to the same places in the same way. Envelopes containing Patterns may be wholly closed, if the nature of the contents be first exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in such Pattern Packets.

PARCELS.—The public is reminded that there is no such thing as Parcel Post to Europe, &c. Much trouble and disappointment are caused by persistent attempts to send small valuable trifles through the Post. Fans, Curios, Articles of Dress, Fancy Work, and similar presents are continually being refused, the senders having often spent more in Postage than would have paid the freight by steamer. No refund can be made on such parcels of the value of Stamps obliterated before the nature of the contents was discovered.

*Local and Indian Parcel Post.*

1. Small Parcels may be sent by Post *at Book Rates* between Hongkong and any of the British Post Offices in China, as well as to Japan, Macao, Pakhoi, the Straits Settlements, Ceylon and India. They must not exceed the following dimensions, 2 feet long, 1 foot broad, 1 foot deep, weigh more than 5lbs., nor be smaller than 3 in. by 2 in. Such parcels may be wholly closed if they bear this special endorsement, PARCEL, CONTAINING NO LETTER, but any parcel may be opened by direction of the Postmaster General. In the Case of Parcels for India a declaration of contents and value is required, a printed form for which is supplied gratis. The Registration of Parcels for India and Ceylon is compulsory.

2. The following cannot be transmitted: Parcels insufficiently packed or protected, or liable to be crushed (as bandboxes, &c.) Opium, Glass, Liquids, Explosive substances, Matches, Indigo, Dyestuffs, Ice, Meat, Fish, Game, Fruit, Vegetables, or whatever is dangerous to the Mails, or likely to become offensive or injurious in transit.

3. Parcels are as a general rule forwarded by Private Ship, not by Contract Mail Packet. To India they are forwarded by the P. & O. and Indian Mail Packets only, to Ceylon by P. & O. only. No responsibility is accepted with regard to any parcel, unless Registered, and then only to the amount of $10.

4. The public are cautioned not to confound these facilities with a *Parcel Post to Europe, &c.*, which does not exist.

It is necessary that the following rules be strictly observed

1. No Letter or Packet, whether to be registered or unregistered, can be received for Postage if it contains gold or silver money, jewels, precious articles, or anything that, as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of dutiable articles, unless the quantity sent be so small as to make the sample of no value.

3. The limits of weight allowed are as follows:—

Books and Papers—to British Offices, 5 lbs.; to the Continent, &c., 4 lbs.

Patterns—to British Offices, 5 lbs. if without intrinsic value; to the Continent, &c., 8 oz.

*Indemnity for the Loss of a Registered Article.*

The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of $10, in certain cases, provided:—

1. That the sender duly observed all the conditions of Registration required.

2. That the letter was securely enclosed in a reasonably strong envelope.

3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, the envelope being invariably forwarded with such application unless it also is lost.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handsomely bound books, &c., which reach their destination, although in a broken or deteriorated condition.


NOW READY.

PRICE, $1.00.

COMPARATIVE CHINESE FAMILY LAW,

BY E. H. PARKER.

Can be obtained from KELLY & WALSH at Shanghai and Hongkong, at LANE, CRAWFORD & Co., Hongkong, and at the *China Mail* Office.

Hongkong, December 6, 1879.


## Merchant Vessels in Hongkong Harbour.

*Exclusive of late Arrivals and Departures reported to-day.*

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloong shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

*Section.*
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Pedder's Wharf.
6. From Pedder's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

| Vessel's Name. | Anchorage. | Captain. | Flag and Rig. | Tons. | Date of Arrival. | Consignees or Agents. | Destination. | Remarks. |
|---|---|---|---|---|---|---|---|---|
| **Steamers** | | | | | | | | |
| Altonower | 2 c | Murray | Brit. str. | 1611 | Mar. 25 | Russell & Co. | San Francisco | 8th inst. |
| Amoy | 4 c | Herrmann | Brit. str. | 814 | April 4 | Siemssen & Co. | Shanghai | To-day |
| Arabic | 5 h | Pearne | Brit. str. | 4366 | Mar. 20 | O. & O. S. S. Co. | Y'hama & San F'cisco | 13th inst. |
| Asia | 3 h | Djorup | Dan. str. | 880 | April 1 | Siemssen & Co. | Saigon | |
| Atalanta | 2 h | Pfaff | Ger. str. | 790 | Mar. 30 | Kung Onn | Saigon | at daylight |
| Blackhalls | 2 c | Granger | Brit. str. | 724 | April 5 | D. Musso & Co. | Saigon | |
| Canopus | 5 c | Joy | Brit. str. | 1818 | April 5 | Russell & Co. | San Francisco | |
| Carlos | 2 h | Haesloop | Ger. str. | 724 | April 2 | Ah Yen & Co. | Saigon | 9th inst. |
| Cebu | 5 h | Edgar | Amer. str. | 373 | Nov. 29 | Captain | ........................ | For Sale |
| Cheang Hock Kian | 2 h | Webb | Brit. str. | 956 | April 4 | Bun Hin Chan | Swatow and Amoy | To-morrow |
| Conquest | 8 h | | Brit. str. | 318 | Sept. 28 | Jardine, Matheson & Co. | | |
| Consolation | 2 h | Young | Brit. str. | 764 | April 3 | Yuen Fat Hong | Bangkok | |
| Crusader | 2 h | Rowin | Brit. str. | 646 | April 4 | Foong Yuen & Co. | | |
| Escambia | 4 c | Purvis | Brit. str. | 1401 | Mar. 8 | Russell & Co. | Victoria (B. C.) | To-morrow |
| Fame | 6 h | Stopani | Brit. str. | 117 | ...... | H.K. & W'poa Dock Co. | ........................ | Tug Plying |
| Freya | ... | Homeyer | Ger. str. | 52 | Feb. 15 | Blackhead & Co. | Yap | K'loon Dock |
| Fyen | ... | Grove | Dan. str. | 909 | Mar. 14 | Butterfield & Swire | ........................ | K'loon Dock |
| Hongkong | 3 k | | Brit. str. | 67 | Oct. 20 | Kwok Acheong & Sons | | |
| Japan | 5 h | Gardner | Brit. str. | 1865 | April 3 | David Sassoon, Sons & Co. | Straits and Calcutta | |
| Joloano | ... | Marquez | Span. str. | 654 | Dec. 19 | R. Mourente | Manila | Cos'tan. Dock |
| Lennox | 5 h | Scott | Brit. str. | 1327 | April 2 | Jardine, Matheson & Co. | Straits and Calcutta | |
| Li Tai | 2 h | Li Ton Tac | Annam. str. | 1060 | July 7 | Captain | | |
| Namoa | 3 k | Westoby | Brit. str. | 862 | Jan. 14 | Douglas Lapraik & Co. | Coast Ports | |
| Penedo | 3 h | Kenderdine | Brit. str. | 652 | April 4 | Melchers & Co. | Saigon | |
| Priam | 5 c | Butler | Brit. str. | 1402 | April 5 | Butterfield & Swire | London, &c. | at daylight |
| Saigon | 5 c | Sibilot | Fch. str. | 674 | April 2 | Messageries Maritimes | | |
| Sea Gull | 8 h | Haydon | Amer. str. | 48 | Nov. 24 | China Traders' Insurance Co. | | |
| Shun Tip | 2 h | Yuen Man Fu | Annam. str. | 93 | July 7 | Captain | | |
| Strathairly | 4 c | Fenwick | Brit. str. | 1236 | April 3 | Siemssen & Co. | | |
| Suez | 2 c | Dodd | Brit. str. | 1390 | Mar. 28 | Russell & Co. | | |
| Thales | 5 h | Pocock | Brit. str. | 820 | April 4 | Douglas Lapraik & Co. | Coast Ports | 7th, daylight |
| Volmer | 2 h | Heintzelmann | Dan. str. | 978 | April 3 | Geo. R. Stevens & Co. | | |
| Vorwärts | 4 c | Marussig | Aust. str. | 1817 | Mar. 29 | Melchers & Co. | Trieste, &c. | To-morrow |
| Zambesi | 5 c | Moule | Brit. str. | 1310 | April 3 | P. & O. S. N. Co. | Yokohama | 7th inst. |
| **Sailing Vessels** | | | | | | | | |
| Agate | 3 c | Brown | Amer. bqe. | 626 | Mar. 30 | Captain | | |
| Anna | 4 k | Jessen | Ger. bqe. | 447 | Mar. 30 | Wieler & Co. | | |
| Bertha | 4 c | Henne | Ger. bqe. | 443 | Mar. 27 | Carlowitz & Co. | Hamburg | |
| Bodild | 3 c | Hacke | Ger. bqe. | 564 | Feb. 1 | Carlowitz & Co. | Hamburg | |
| Brambletye | 7 c | Pichard | Brit. sh. | 1497 | Mar. 31 | Captain | | |
| Charles Stewart | ... | Powers | Amer. bqe. | 630 | Mar. 29 | Master | ........................ | Cos'tan Dock |
| Charter Oak | ... | Gilkey | Amer. sh. | 964 | Mar. 9 | Ah Yon | Victoria (V. I.) | Cos'tan Dock |
| Chattanooga | 7 c | Howes | Amer. bqe. | 527 | Feb. 22 | Captain | | |
| Coloma | 4 c | Noyes | Amer. bqe. | 853 | Jan. 1 | Rozario & Co. | Portland (Oregon) | |
| Edwin Reed | 7 c | Gilmour | Amer. bqe. | 1178 | Jan. 26 | Russell & Co. | Portland (Oregon) | Sailed |
| Elise | 2 c | Bruhn | Ger. bqe. | 513 | Jan. 31 | Arnhold, Karberg & Co. | Havre and London | |
| Elise | 1 k | Winters | Ger. sh. | 894 | April 3 | Carlowitz & Co. | | |
| Endymion | 4 c | Richardson | Brit. bqe. | 759 | Feb. 19 | Arnhold, Karberg & Co. | London | |
| Formosa | 2 h | Quayle | Bri. 3m. sc. | 381 | Mar. 27 | Siemssen & Co. | Takao and Australia | |
| Fritz | 7 c | Lankenau | Ger. sh. | 1490 | Jan. 28 | Melchers & Co. | Portland (Oregon) | |
| H. Printzenberg | 4 k | Schonemann | Ger. bqe. | 553 | Mar. 23 | Melchers & Co. | | |
| Hannah W. Dudley | 7 c | Dudley | Amer. bqe. | 1128 | Jan. 15 | Rozario & Co. | Portland (Oregon) | |
| Hotspur | 3 k | Jack | Brit. bqe. | 522 | Mar. 24 | Melchers & Co. | | |
| Irazu | 3 c | Pearce | Brit. bqe. | 327 | Mar. 24 | Wieler & Co. | | |
| Jas. A. Borland | ... | Kent | Amer. bqe. | 670 | Feb. 26 | Arnhold, Karberg & Co. | New York | Ab'deen Dock |
| Jonathan Bourne | 2 c | Doane | Amer. bqe. | 1472 | Mar. 23 | D. H. Ward | Victoria (V. I.) | |
| Livingstone | 3 c | Steffens | Ger. bqe. | 531 | Mar. 28 | Siemssen & Co. | Saigon | |
| Lucia | 7 c | Crawley | Brit. bqe. | 640 | Feb. 11 | Arnhold, Karberg & Co. | Havre and London | |
| Mary Whitridge | 8 c | Freman | Amer. sh. | 850 | Jan. 26 | Russell & Co. | New York | |
| Martha | 8 c | McPherson | Brit. bqe. | 853 | April 2 | Rozario & Co. | Portland (Oregon) | |
| Nelly M. Slade | 4 c | Gould | Am. bktne. | 561 | Feb. 2 | Arnhold, Karberg & Co. | New York | |
| Peter | 4 k | Holm | Ger. bg. | 241 | Mar. 25 | Eduard Schellhass & Co. | Amoy | |
| R. T. Clayton | 8 k | Davis | Am. bgtne. | 240 | Feb. 1 | H.K. & W'poa Dock Co. | Manila | |
| Sumatra | 8 c | Rock | Amer. sh. | 1072 | Jan. 26 | Russell & Co. | Victoria (V. I.) | |
| Tartar | 4 c | Bunjé | Ger. bg. | 256 | Mar. 7 | Melchers & Co. | ........................ | For Sale |
| Three Brothers | 3 c | Kahlcke | Brit. bqe. | 366 | April 5 | Fe Tye Hong | | |
| Wakefield | 7 c | Crowell | Amer. bqe. | 887 | Jan. 12 | Rozario & Co. | Portland (Oregon) | |
| Walls Castle | 4 k | Brown | Brit. bqe. | 625 | Mar. 17 | Lane, Crawford & Co. | Philippines | |
| **WHAMPOA** | | | | | | | | |
| Charité | | Leroy | Fch. bqe. | 255 | April 5 | Carlowitz & Co. | Tientsin | |
| Roderick Hay | | Nicolson | Brit. bqe. | 290 | Mar. 30 | Turner & Co. | Tientsin | |
| **CANTON** | | | | | | | | |
| Fooksang | | Anderson | Brit. str. | 990 | April 2 | Jardine, Matheson & Co. | Shanghai | |
| Ningpo | | Cass | Brit. str. | 761 | April 2 | Siemssen & Co. | Shanghai | |

## Men-of-war in Hongkong Harbour.

| Vessel's Name. | Anchorage. | Flag. | Class. | Tons. | Guns. | H. P. | Date of Arrival. | Commander. |
|---|---|---|---|---|---|---|---|---|
| Albatross | 6 c | British | screw sloop | 940 | 4 | 120 | Mar. 27 | Arnold J. Errington |
| Curaçoa | 6 c | British | corvette | 2383 | 14 | 2540 | Mar. 5 | St. Long |
| Encounter | 7 c | British | corvette | ...... | 14 | 350 | Mar. 12 | G. Robinson |
| Esk | 5 k | British | gunboat | 360 | 3 | 340 | June 19 | *In Reserve* |
| Foxhound | 7 c | British | gunboat | 455 | 4 | 470 | Mar. 29 | J. M. McQuhae |
| Hai-ch'ang-ching | 6 h | Chinese | gunboat | 300 | 3 | 20 | Mar. 23 | Ch'en Yung-fei |
| Iron Duke | 7 c | British | iron-clad | 3787 | 14 | 800 | Feb. 27 | R. E. Tracey |
| La Victorieuse | 7 c | French | frigate | 4500 | 13 | 3963 | April 4 | D'oncieu de la Batie |
| Meeanee | 6 k | British | military hospital | 2591 | ... | ...... | ...... | *War Department* |
| Midge | 5 k | British | gunboat | 465 | 4 | 120 | July 1 | *In Reserve* |
| Pegasus | 6 c | British | sloop | 1130 | 6 | 900 | Mar. 1 | E. F. Day |
| Stosch | 6 c | German | frigate | 2030 | 16 | ...... | Mar. 14 | Von Blanc |
| Swift | 6 h | British | gun vessel | 756 | 5 | 150 | Mar. 28 | Wm. Collins |
| Tweed | 5 k | British | gunboat | 360 | 3 | 340 | June 19 | *In Reserve* |
| Victor Emanuel | 6 c | British | Commodore's flag-ship | 3087 | 20 | ...... | ...... | Commodore Cuming |
| Vigilant | 6 h | British | despatch vessel | 835 | 2 | 250 | Mar. 11 | C. Lindsay |
| Villars | 7 h | French | corvette | 2352 | ... | ...... | April 3 | M. Dewatre |
| Wivern | 7 c | British | turret-ship | ...... | 4 | 350 | Feb. 11 | *In Reserve* |
| **At Canton** | | | | | | | | |
| Sobol | | Russian | gunboat | 500 | 7 | 80 | April 3 | Alexis Boyle |
| Zephyr | | British | gunboat | 430 | 4 | 60 | April 1 | Pollard |

### HONGKONG, MACAO AND CANTON RIVER STEAMERS.

| Name. | Tons. | Captain. | Owners. |
|---|---|---|---|
| Ichang | 700 | Ogston | Butterfield and Swire |
| Kiu Kiang | 617 | Benning, T. | H., C. & M. S.-boat Co. |
| Kiang-ping | 360 | Holmes | C. M. S. N. Co. |
| Kiungchow | 159 | Goggin | Kwok Acheong & Sons |
| Powan | 1890 | Benning, A. | H., C. & M. S.-boat Co. |
| Spark | 140 | Hoyland | H., C. & M. S.-boat Co. |
| White Cloud | 280 | Cary | H., C. & M. S.-boat Co. |
| Yotsai | 180 | McDougall | Kwok Acheong & Sons |

### CHINESE GUN-VESSELS IN CANTON WATERS, &c.

| Name. | Tons. | Guns. | H. P. | Commander. |
|---|---|---|---|---|
| An-lan | 221 | 7 | 70 | Lin Kuo-ch'ang |
| Chee-hing | 30 | 2 | 20 | Chinese |
| Chen-to | 221 | 7 | 70 | J. Stewart |
| Chien-jui | 80 | 3 | 17 | Chinese |
| Ching-tsing | 180 | 6 | 60 | F. Bessard |
| Chun-tung | 150 | 2 | 40 | Yu Ti-hau |
| Chop-chung | 300 | ... | ...... | Li Tack-ming |
| Chop-sai | ...... | ... | ...... | Liu Pao-ch'un |
| Hai-ch'ang-ching | 300 | 3 | 20 | Ch'en Yung-fei |
| Hai-king-ching | 129 | 3 | ...... | Ch'en Hui-che |
| Hai-tung-hung | 120 | ... | ...... | Leung Yü-ting |
| Hua-shan | 24 | 2 | 7 | H. J. Faunch |
| Li-she | 80 | 3 | 20 | Chinese |
| Peng-chou-hai | 562 | 4 | 125 | Chêng Sung |
| Quang-on | 120 | 4 | 40 | Li Ping-tye |
| Shen-chi | 200 | 5 | 50 | Seü Tsung-t'ai |
| Sui-tsing | 160 | 4 | 60 | J. B. Murray |
| Tching-on | 120 | 2 | 40 | Chinese Admiral |
| Tching-po | 100 | 3 | 40 | Ching |
| Tsing-po | 180 | 6 | 60 | A Garceau |
| Yi-hu | 20 | 2 | 8 | Chinese |
| Yü-min | 24 | 3 | 7 | J. Yeats |

### FOOCHOW SHIPPING IN PORT.

March 25, 1882.

MERCHANT STEAMERS.

| | |
|---|---|
| Europe | for Shanghai |
| *Fokien | for Hongkong |

SAILING VESSELS.

| | |
|---|---|
| Caroline | for Tientsin |
| Eden | for Newchwang |
| Kjobenhavn | for Tientsin |
| Willie | for Shanghai |

MEN-OF-WAR.

| | |
|---|---|
| *Sobol | Russian gunboat |

### SHIPPING IN SHANGHAI HARBOUR.

March 20, 1882.

MERCHANT STEAMERS.

| | |
|---|---|
| Appin | British |
| Ardantiene | British |
| *Deccan | British |
| Fat-choy | British |
| Fei-yuen | American |
| Fungshun | Chinese |
| Fuyew | Chinese |
| Hae-an | Chinese |
| Hankow | British |
| Hing-shing | Chinese |
| Khiva | British |
| Kiang-ching | Chinese |
| Kiang-piau | Chinese |
| Kiang-tung | Chinese |
| Kiang-yung | Chinese |
| Kung-wo | British |
| Natal | French |
| *Ningpo | British |
| Oaklands | British |
| Patroclus | for London, &c. |
| Pautah | Chinese |
| Picciola | German |
| Ruri Maru | British |
| Shanghai | British |
| Sin Nanzing No. 2 | British |
| Store Nordiske | Danish |
| Swatow | British |
| Takasago Maru | Japanese |
| Toughin | German |
| Tung-ting | Chinese |
| W. C. de Vries | British |
| Wha-on | British |
| Wycliffe | British |
| Yehsin | Chinese |
| Yung-ning | Chinese |

MERCHANT SAILING VESSELS.

| | |
|---|---|
| Almatia | American schooner |
| Batavia | British barque |
| Carmelita & Ida | German barque |
| Catharine Marden | British schooner |
| Chingtah | British barque |
| Chinsa | British barque |
| City of Montreal | American ship |
| F. P. Litchfield | for New York |
| Hedvig | British barque |
| Herrmann | German brig |
| John Potts | British barque |
| Kristina Nilsson | Swedish barque |
| Marie Louise | German barque |
| Nylghau | British ship |
| Oscar Vidal | British brig |
| Solidor | British barque |
| Sunrise | British schooner |
| Tiger | British barque |

MEN-OF-WAR.

| | |
|---|---|
| Lutin | French gunboat |
| Moorhen | H. M. gunboat |

* Since left port, or arrived at Hongkong.

Printed and published by GEO. MURRAY BAIN, at the *China Mail* Office, No. 2, Wyndham Street, Hongkong.